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20 Years  
of PROGRESS





# *Twentieth Annual Report*

*of the*

## BOARD OF COUNTY ROAD COMMISSIONERS

of Wayne County, Michigan

*to the*

## BOARD OF SUPERVISORS

of Wayne County, Michigan

*from September 1, 1925, to August 31, 1926, inclusive*

### Board of County Road Commissioners Wayne County, Michigan 1925-1926

JOHN S. HAGGERTY, Detroit, *Chairman*

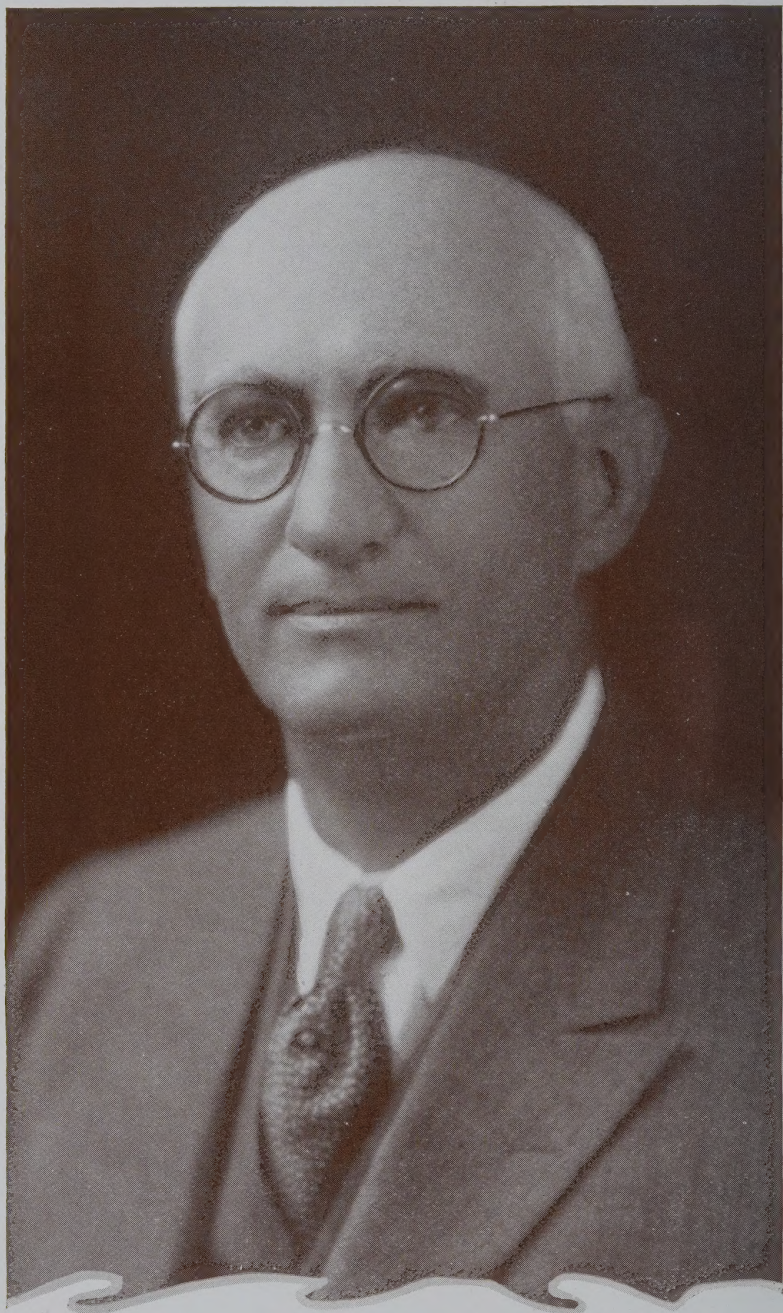
EDWARD N. HINES, Detroit      WILLIAM F. BUTLER, Trenton

LEROY C. SMITH, *Engineer-Manager*

J. K. NORTON . . . . .	<i>Road Engineer</i>
R. H. STEKETEE . . . . .	<i>Maintenance Engineer</i>
H. A. SHUPTRINE . . . . .	<i>Bridge Engineer</i>
ELMER G. RICE . . . . .	<i>Attorney</i>
HARRY W. BUTLER . . . . .	<i>Secretary</i>
PATRICK MCCONALOGUE . . . . .	<i>Construction Superintendent</i>
HERMAN YONKA . . . . .	<i>Maintenance Superintendent</i>

Main Office: 1103 Cadillac Square Building  
Telephone Randolph 9105  
Detroit, Michigan





EDWARD N. HINES



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# *Seventh Annual Report*

*of the*

BOARD OF COUNTY PARK  
TRUSTEES

of Wayne County, Michigan

*to the*

BOARD OF SUPERVISORS

of Wayne County, Michigan

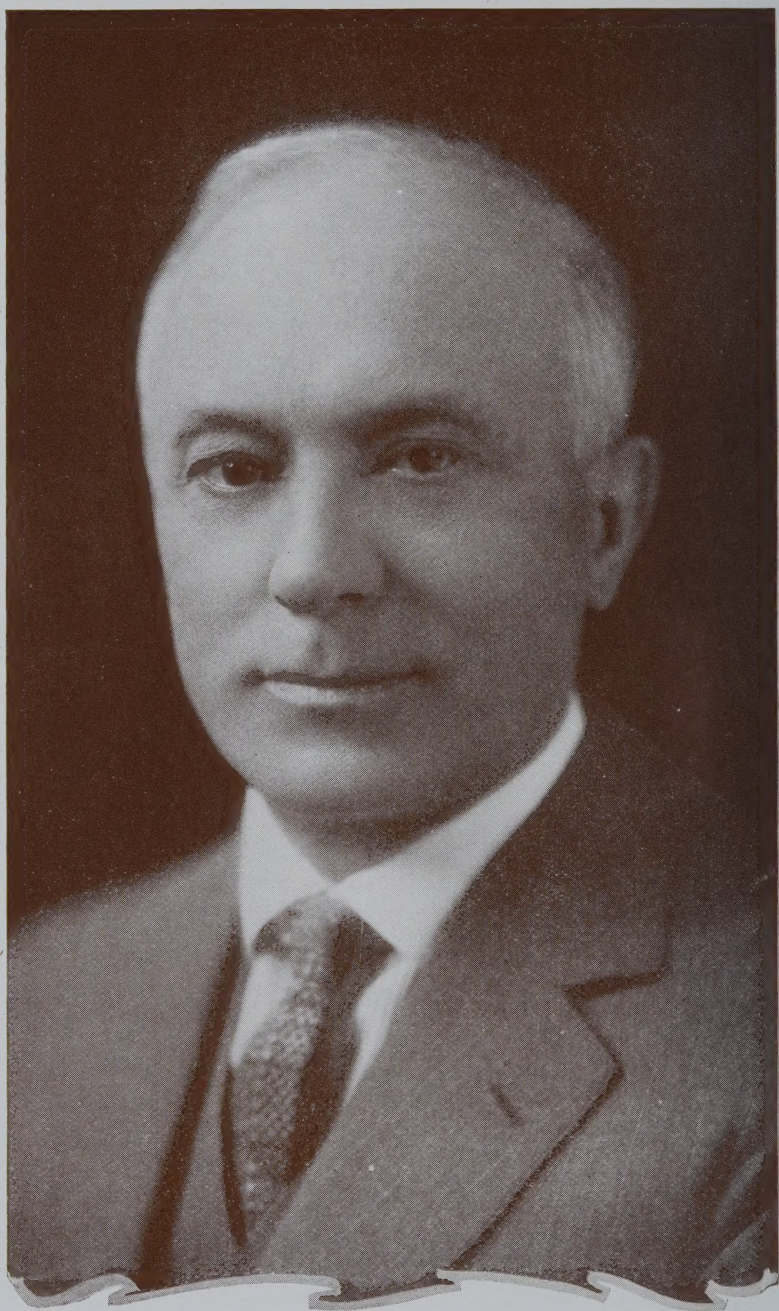
*from September 1, 1925, to August 31, 1926, inclusive*

Board of County Park Trustees

Wayne County, Michigan

1925-1926

EDWARD N. HINES, <i>Chairman and Superintendent</i>	Detroit
WILLIAM F. BUTLER, <i>Secretary</i>	Trenton
JOHN S. HAGGERTY, <i>Trustee</i>	Detroit



JOHN S. HAGGERTY



W HERE are the limits to future investment in public roads? Any quantitative estimate is absurd. Virtually there is no limit to road building expenditures as long as automotive traffic continues to develop. Road building is a continuing process and gradually this thought is coming to all the people. All the glib assumptions of a few years ago of finished road systems and the reduction of taxes and special imposts and the disappearance of great federal and state road building departments have ceased. The fact is realized that they must continue and that road building must go on

—*Engineering-News Record.*



WILLIAM F. BUTLER



COMPLYING with the statute relating thereto, we take pleasure in submitting to the Board of Supervisors and the people of Wayne County, our Twentieth Annual Report, showing moneys received and disbursed, together with a statement of roads taken over and the work being done thereon

Board of County Road  
Commissioners

JOHN S. HAGGERTY, *Chairman*

EDWARD N. HINES

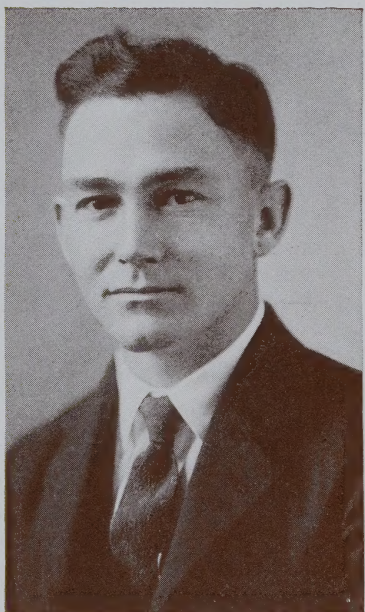
WILLIAM F. BUTLER



LEROY C. SMITH  
*Engineer-Manager*



JOHN K. NORTON  
*Road Engineer*



HARRY A. SHUPTRINE  
*Bridge Engineer*



ELMER G. RICE  
*Attorney*



THE personnel of  
the Board of  
County Road Commissioners  
serve without compensation  
as the Board of County Park  
Trustees and as members of the  
Macomb-Wayne Super-High-  
way Commission and The  
Oakland-Wayne Super-High-  
way Commission

Macomb-Wayne Super-Highway  
Commission

EDWARD N. HINES, *Chairman*

JOHN S. HAGGERTY, *Secretary*

WM. F. BUTLER

Oakland-Wayne Super-Highway  
Commission

EDWARD N. HINES, *Chairman*

JOHN S. HAGGERTY, *Secretary*

WM. F. BUTLER



RICHARD H. STEKETEE  
*Maintenance Engineer*



HARRY W. BUTLER  
*Secretary*



PATRICK MCCONALOGUE  
*Construction Superintendent*



HERMAN F. YONKA  
*Maintenance Superintendent*



Board of  
County Road Commissioners  
Wayne County, Michigan

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1906-1907

EDWARD N. HINES, Detroit  
HENRY FORD, Detroit  
CASS R. BENTON, Northville

1907-1910

EDWARD N. HINES, Detroit  
WILLIAM MURDOCH, Wayne  
JOHN N. HAGGERTY, Detroit

1910-1926

EDWARD N. HINES, Detroit  
JOHN S. HAGGERTY, Detroit  
WILLIAM F. BUTLER, Trenton



Matured Informal Planting on a Wayne County concrete road



# Twenty Years' Progress

by JOHN W. SMITH  
MAYOR, CITY OF DETROIT

**F**ROM far and wide they come—highway engineers, county commissioners, government officials—from every state in the Union; from Canada, Europe, far off Africa, Australia and South America—to Wayne County, Michigan. It is here that highway construction and planning has reached its peak. It is here that such work has found unequalled material realization.

Why do the highways of this County serve as models for the whole world? How has this section of Michigan established a system of roads that has more than anticipated not only the tremendous local growth in the automobile industry, but also the phenomenal increase in the county's population?

Answers to these questions began twenty years ago—when the Board of County Road Commissioners of Wayne County outlined a highway improvement program so extensive that it was to shape their activities for many years to come.

Something of the spirit of pioneers must have inspired these men. The concrete road, as we know it now, existed as far as they were concerned, only in their minds. There were but 105,900 automobiles registered in the entire United States, and the motor industry was still in its swaddling clothes.

They knew little of concrete as a paving material. They knew, however, that it was hard, that it ought to be durable, that it could be given a true surface and would remain true, and that it was not affected by climatic changes—in other words, that it had the qualities necessary for a long lived paving material.

In 1909 they performed their experiment with concrete. Today more than 66,000 miles of concrete highways in all parts of the United States have been built or placed under contract—a tribute to the soundness of their judgment and extolling their courage.

It was these men who gave us the modern highway, which Glenn Frank, President of the University of Wisconsin, says has "saved rural communities from the isolation that starves men's souls and shrivels their spirits, reduced the narrow provincialism of American towns and cities, made possible the development of rural mail service," and "made the educational and cultural influences of America available to wider and wider areas."



Bridge connecting Elizabeth Park with mainland



Concrete pavement proved successful. During the following years, the Commissioners carried out the program they mapped in 1906. By January, 1926, they had paved not only the 350 miles of county highways included in their original plan, but had built an additional 90 miles.

At first, their primary interest was in mileage. As they anticipated the growth of the automobile industry, and as they saw their roads becoming the attraction for tourists from every state they realized that narrow pavements must be things of the past. Today, many of Wayne County's highways are 40 foot strips of concrete, and the Board is concentrating its attention on making them all of this minimum width.

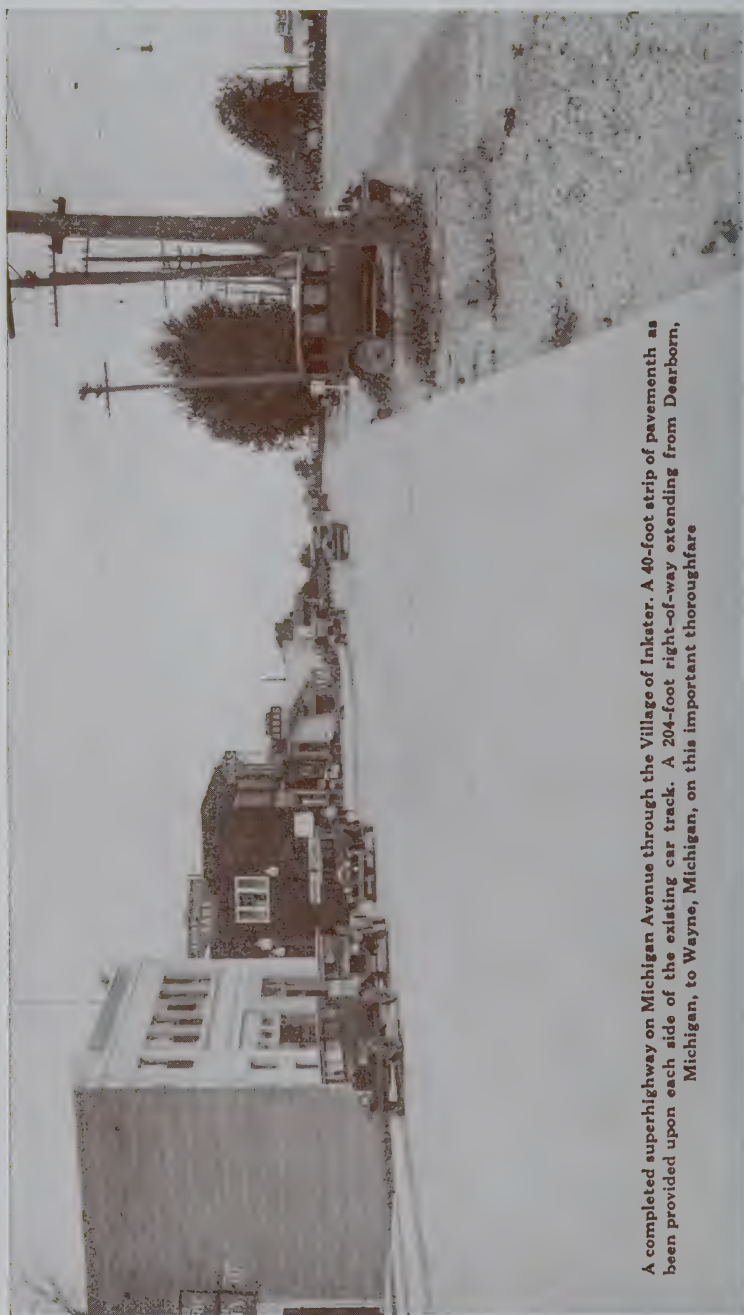
But, pavements have not been the sole interest of the Board. Its members have set out to make the thoroughfares under their jurisdiction so attractive and practical that the world would turn to Wayne County as the Mecca of highway development.

And they have achieved this ideal. They saw the danger of railroad grade crossings. For several years they have been eliminating them with hearty cooperation of the railroads. They realized the part bridges play in traffic movement and safety. Today, their bridges are designed for trucks with a gross weight to 24 tons with a 40 foot pavement width between curbs and with sidewalks for pedestrians.

When Elliott T. Nichols and his sisters donated 159 acres of land lying along the River Road and the Detroit River to the County, the Board assumed a new activity—that of providing park, picnic and recreation facilities for its road users. Today, there are five county parks, equipped with playgrounds, tables, stoves, running water—in fact, every requirement for a pleasant day's outing. Eleven comfort stations, each in charge of a caretaker, are located at convenient places along the road. Women's rest rooms are also provided.

The motorist who visits Wayne County finds waiting to serve him the "Tourist Lodge". His friends in Denver, or Boston, or Miami, or Seattle, who drove here last year spoke in high terms to him of this lodge, and when he sees it himself he realizes the cause of their enthusiasm. He finds a brick building, containing a "lounge" and writing room, a tourist dining room seating 44. A service room where he may buy coffee, sandwiches, ice cream and groceries at reasonable prices. There are likewise gas plates for cooking, laundry tubs and shower baths—all for his convenience. He finds parking space for 200 cars, free air, camper's stoves, city water, clothes-lines and rubbish cans. And the only charges are a fee of fifty cents a night, and a gas range meter that asks only for a dime.

The idea of making Wayne County attractive to the motorist has been carried still further. Sign posts on pleasing standards direct him at every intersection. More than 250 miles of roads have been bordered with trees, and planting is progressing at a rapid rate. Shrubs, sodded slopes, evenly trimmed grass, flowers and vines, all testify to the aid Nature has given in making these highways beautiful.



A completed superhighway on Michigan Avenue through the Village of Inkster. A 40-foot strip of pavement has been provided upon each side of the existing car track. A 204-foot right-of-way extending from Dearborn, Michigan, to Wayne, Michigan, on this important thoroughfare



The gaudy, flashy billboards, which proclaim the virtue of pink pills, laundry soap, suspenders and movies, are not at home in Wayne County. The Commissioners are limiting billboards and road signs only to those which inform the motorist.

These are some of Wayne County's accomplishments—every one of which has been achieved in twenty years. Starting out with no improved roads, the Commissioners have developed one of the finest systems of concrete highways in the world.

The magnitude of their work is hard to realize. Since the Commission was formed, the number of automobiles in the United States has multiplied more than 150 times, and the population of Wayne County has trebled. Yet, in spite of this gigantic development, in spite of the fact that the chief city of Wayne County is the automobile metropolis of the world, the highways here have always been in advance of local needs. Traffic congestion in Wayne County has as yet been unknown.

The work of the Commissioners has brought something more than mere glory to the residents of Wayne County. Experiments conducted in engineering and research laboratories have shown that the cost of automobile transportation is considerably less on hard pavements, that the automobile on them uses less gas and fewer tires and depreciates at a slower rate. The cost of road maintenance has been so small that the Commissioners have used the major portion of their maintenance funds to build additional mileage. The first concrete roads they built are still in daily use and will be serving the motorists many years hence.

Housewives in Wayne County need no longer go to the grocery store or the butcher shop. These merchants operate their stores on wheels and call at the homes for orders—another instance of how these improvements have aided the people living in this territory.

The best evidence that these people recognize the Commission's work as an asset to them, is seen in the financial support they have given. During the present year they are spending more than \$5,000,000 and in the past they have made large appropriations for their work—yet never have the citizens of this county failed to give necessary cooperation.

What of the future? The past has been glorious, enriched with the adventures of pioneering, glorified by success. It has earned for Wayne County the honors that come only with great achievement.

People of Wayne County might with justice say to the world:

“To us belongs the glory of giving birth to the modern hard pavement. We first put it into use, and the rest of the world came to us for inspiration. We have worked hard and consistently on our highway problem, and today we have a system of



Typical grade separation in Wayne County. Michigan Central R. R. and Wayne Road South



thoroughfares that attracts international admiration and anticipates traffic problems for years to come. We have labored long enough. It is time to take things easy."

Fortunately, however, these people are today inspired with dreams of the future as they were twenty years ago. They know yesterday's wonders are often today's commonplaces, and that if they will keep their place as a highway building community, they must anticipate the future today, just as yesterday they provided for the present.

No, Wayne County is not and will not rest on these laurels. She is, it is true, proud of past glories, but she is prouder still of the ambition that earned them for her, and that ambition is still working for a bigger and a greater highway system.

First of all, the Commission says, Wayne County will develop her existing improvements. "Every mile of road in the county will be improved; every bridge will be made safe and of an adequate width; pedestrian paths will be established along all trunk lines; all grade crossings will be separated; all ditches will be closed; the entire highway system will be lighted at night; new comfort stations will be erected; the park system will be enlarged; wires will be placed underground."

As can be seen, most of this work is a continuation of present day activities. Some of it will take many years for completion, but no matter what the task, it will progress in an orderly, systematic manner.

There is another aspect to the future. Completing present day activities is an important part of tomorrow's work. But the Commissioners have evolved a plan so broad that it stands out as something as unique as was their original program at the time of its inception.

In carrying out this plan, they are cooperating with the Detroit Rapid Transit Commission and the Road Commissions of two adjacent counties—Oakland and Macomb. This program is for a regional highway plan, covering all the territory within a 15-mile radius of Detroit. The region has been mapped out, and a scheme of "super-highways" has been evolved. There will be a road every three miles having a 204-foot right-of-way, with radial main arteries also of this width. At each mile interval between these superhighways there will be a right-of-way 120 feet wide with half-mile highways 86 feet in width.

The 86-foot roads will have two pavements, each twenty feet wide, with a center zone of 20 feet for interurban traffic or for additional road widening. The remaining 26 feet provide a 13-foot strip on each side for sidewalks, curbing and parkways.

A central pavement with a minimum width of 40 feet to accommodate high speed traffic will be the main feature of the 120-foot thoroughfares. On each side of this zone will be a five-foot parking strip, and then a twenty-foot pavement for slow speed traffic and for parking. The pavement proper will be flanked on each side by a 15-foot space for shrubbery and sidewalks.



Warren Road at the intersection of Division Road. This highway has been widened to 40 feet, providing four lanes of travel. This improvement has aided traffic congestion wonderfully



An 84-foot right-of-way will be added to these 120-foot pavements on the super-highways. This additional width will be used for rapid transit rail facilities. The high speed roadways, each 20 feet wide will then be placed on either side of this added right-of-way, and the remainder of the thoroughfare will be the same as the 120-foot pavements.

Where these 204-foot superhighways intersect, the grades will be separated into three levels. Local traffic will move at the level of the adjacent property, while one superhighway will cross above the level, and the other will go below it. Where the 204-foot highway crosses with a 120-foot or an 86-foot thoroughfare, there will be a two-level intersection, with the narrower highway passing under the high-speed roadway and the rapid transit sections of the wider thoroughfare, but meeting the local roadways.

A fancy from the Arabian Nights, one may say, as he reads of the future program of the Commissioners. Here is a project so gigantic, so comprehensive that it surpasses even the dreams of fairy-lore. But, unlike the fabrications of the tale-tellers, it is something that can be realized and will be realized. For twenty years the Commissioners have been making great dreams come true, and the enthusiasm, the courage, the ambition that inspired them in the early days are unabated as they look forward to the coming twenty years of highway progress in Wayne County.

*The foregoing is a reprint of an article by the Hon. John W. Smith, Mayor of Detroit, appearing in Detroit Motor News, the official organ of the Detroit Automobile Club, October, 1926. Used by permission.*



All of Wayne County's improved roads  
will eventually be planted with trees



## Yesterday - Today - Tomorrow



THE Board of County Road Commissioners was created by a vote of the people of Wayne County in 1906. At that time there was not a mile of improved road or a modern bridge in the entire county.

The automobile was regarded as a rich man's plaything and the development of the motor truck was just beginning.

Two decades have passed with marked progress in providing Wayne County with complete Highway service, but in spite of the comparative progress we have made, we are barely keeping up to our needs.

The 31st of August of this year saw the completion of 464.984 miles of improved roads in this county, which includes all State Reward, Trunk Line and Federal Aid Roads, and also includes the 15.543 miles of road over which we have released jurisdiction to the City of Detroit and other municipalities.

We have built 52 modern bridges and have four under construction at the present time. We can say with a clear conscience that we are on top of the bridge situation of Wayne County, as every mile of improved road on which a bridge is located, is served by a safe, sightly structure.

We have completed 14 grade separations, have five under construction and are negotiating for four additional structures.

The first mile of concrete road built in the world was designed and built by our Board. It was built on Woodward Avenue, and the outer edges were built of a greater thickness than the center. After building two miles, we abandoned our design of the thickened outer edges. Many years later scientific research proved conclusively that the principle of the thickened outer edge was correct, and it is now a standard specification, almost universally used. We have again adopted it as our standard.

Since the building of this first mile of concrete road, we have constructed 5,913,211 square yards of concrete road in Wayne County.

Wayne County has a larger yardage and a greater mileage of concrete roads than any like area in the world, in addition to the paved streets of its cities and villages.

Over 20,000 trees have been planted along the sides of our improved roads and in our county parks.

We have built 10 public comfort stations, and have one more under construction.

Some years ago we established 40 feet of concrete as the ultimate





Typical Public Comfort Station in Wayne County's Road and Park System

minimum width of our improved roads and in pursuance of this policy, we now have 104.691 miles of roads that are over 20 feet in width.

We have recognized that wide rights-of-way are fundamental and have adopted the Master Plan for Superhighway widths, in conjunction with the Rapid Transit Commission and the authorities of the adjoining counties. In pursuance of this policy we have secured by dedication, purchase or condemnation, 17 miles of right-of-way width of 204 feet. We have also secured 49.8 miles of right-of-way width of from 120 to 190 feet. This work is being constantly carried forward and time works on the side of the public.

Wayne County was the first organization to use a mechanical finishing machine to effect a true surface on its concrete roads. The use of a mechanical finishing machine is now standard practice all over the country. We are also the original developers of the belt finish.

We are among the pioneers in sign boarding, snow removal, the marking of roads in traffic lanes, traffic control signal, tree planting, the use of mechanical equipment, such as the industrial railroad, batch boxes, etc.

We are pioneers in re-surfacing an old concrete road with a thin layer of new concrete; in the widening and patching of old concrete roads and in advocating and establishing county parks. In many ways we have made major and minor contributions to the building and developing of modern highway systems, not only in this county, but throughout the entire world.

That there is great need of what has been accomplished to date, is evidenced by the total number of automobiles registered from this county up to August 31st, 1926, which show a total of 463,054, divided as follows: pleasure cars, 313,240; trucks, 144,988; trailers, 3808; motorcycles, 1018.

There are thirty-two states and the District of Columbia in this nation which have fewer registrations of motor vehicles per state than there are in this one county.

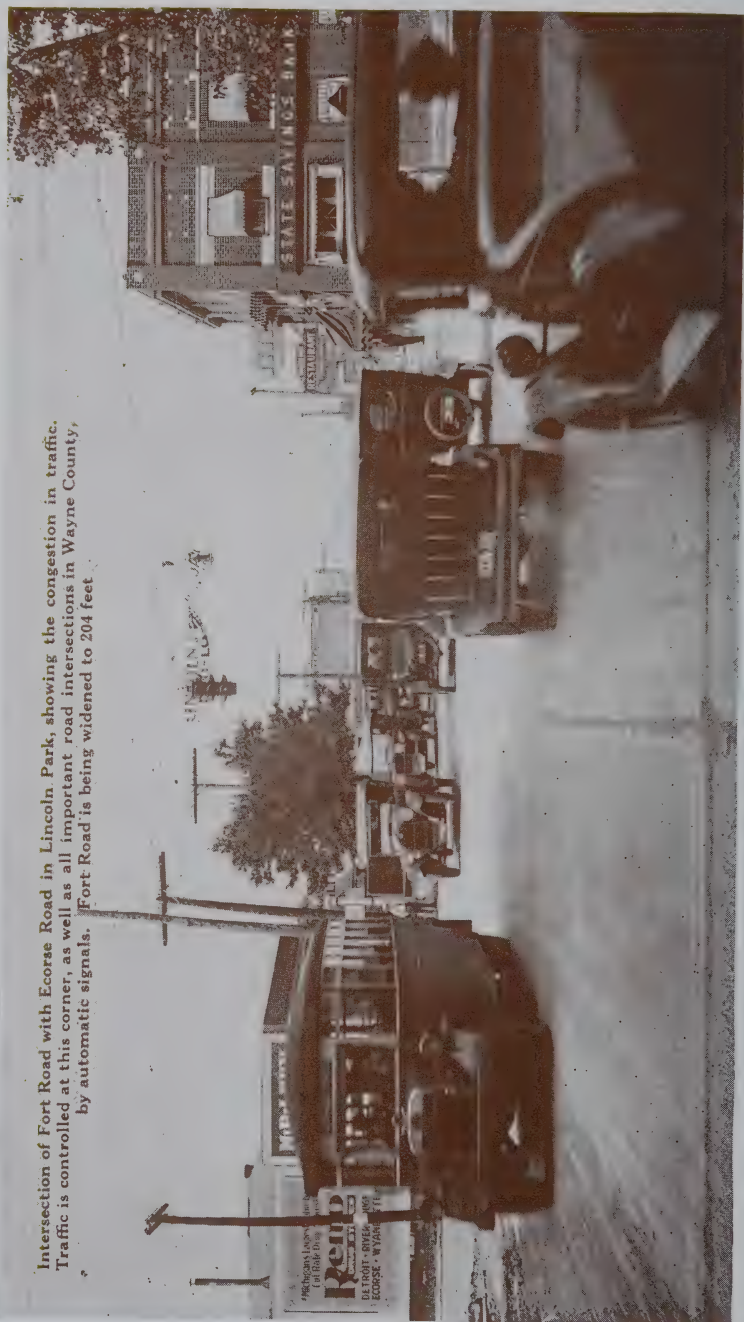
In carrying out the foregoing program, since the creation of the County Road Commission, we have invested \$35,223,355.00.

### REPORT FOR FISCAL YEAR

During the fiscal year from September 1, 1925, to August 31st, 1926, inclusive, we again take pleasure in reporting gratifying progress.

We have completed 742,766 square yards of concrete, totaling 32.6 miles of new roads and 22.17 miles of widening. Our major effort has been along the line of widening our old concrete roads to our ultimate minimum width of forty feet. Grade separation projects, bridges and the securing of the wider widths of rights-of-way have received a great deal of attention, all of which is shown in detail in the following pages of this report.

Intersection of Fort Road with Ecorse Road in Lincoln Park, showing the congestion in traffic. Traffic is controlled at this corner, as well as all important road intersections in Wayne County, by automatic signals. Fort Road is being widened to 204 feet.





## Construction of New Highways

### ALLEN ROAD



HE improvement of the Allen Road has been extended this year from its junction with the Ecorse Road, south along the township line between Taylor and Ecorse, Brownstown and Monguagon Townships.

This road connects with Fort Road, 11 miles south of Ecorse Road, thereby making a direct paved connection between the City of Fordson and Rockwood. This highway is 11 miles long and is built on a 45-turnpike; has a 20-foot concrete surface, 10 inches thick at the edges and 8 inches thick at the center.

This road serves territory lying between Telegraph Road and Fort Road and, further, furnishes an excellent new route into Detroit from the South and West.

### DIVISION ROAD

The connection of Division Road south of Michigan Avenue Road with South Dearborn and Allen Roads was held up in 1925 pending satisfactory arrangements with the Michigan Central Railroad for grade separation with their main line tracks. Early in 1926 the agreement for grade separation was consummated with the Michigan Central Railroad and work immediately started. In October, 1926, this highway will be opened, which is the last link in a belt line extending from River Rouge on the South Dearborn Road around the City of Detroit and the City of Fordson and extending north on the Division Road, crossing all the main south and west bound highways. The section of road built in 1926 is 1½ miles long, and is constructed 40 feet wide with closed ditches and under drainage. The paving is 9 inches thick throughout.

We anticipate that this new north and south thoroughfare in the heart of the industrial district will be of exceptional benefit.

### DIX ROAD

The improvement of Dix Road is being carried on by the State Highway Department and the Federal Government as a Federal Aid Project. The road was graded by this Board from the Dix bridge, south to the North Line Road. The width of turnpike being 45 feet. The state has let a contract for the paving of this section of Dix Road to a width of 20 feet. A portion of this paving connects the new Dix bridge at the River Rouge with Oakwood Boulevard.

The intersection of Grand River Road and the Seven Mile Road on a busy afternoon. Seven Mile Road has been widened to 40 feet from Grand River east and the State Highway Department is now engaged in widening Grand River Road at this point with a new strip of pavement on the north side of the car tracks, 40 feet in width. These improvements will do much to relieve condition above indicated



## MOUNT CLEMENS DRIVE

The Mount Clemens Drive extends from the Seven Mile Road at about its junction with Harper Avenue in the City of Detroit northeasterly to the Eight Mile Road. This highway is two miles long and connects in Macomb County with a fine 30-foot concrete road, which leads directly to Mount Clemens. The construction in Wayne County is 40 feet wide, 9 inches thick. This road will be thrown open to travel in October, 1926, and will form an excellent relief road to Gratiot and Mack Roads, which it parallels and lies midway between.

## OUTER DRIVE IN ROUGE PARK

In co-operation with the City of Detroit, this Board agreed to build a section of the Outer Drive which passes through Rouge Park, in order to assist the City in opening up this 1200 acres of beautiful park. This road is 2½ miles long, connecting Warren Road with Plymouth Road. The construction is concrete, 40 feet wide. This wide paving is built with easy undulating grades and winds through the rolling territory adjacent to the River Rouge, unfolding the beauties of Rouge Park to the automobilist.

When completed it will cross Bonaparte Road with a highway grade separation, thereby doing away with the confusion of a congested corner for all future time. Another interesting and novel feature of this highway is a gully that has been crossed by a triple arch bridge in such a manner as to provide for a pleasant bridle path beneath the highway. This bridle path is a part of the City's plans for the development of Rouge Park.

## SOUTH DEARBORN ROAD

The second section of the South Dearborn Road between the City of River Rouge and the City of Fordson, passing along the boundary line of the City of Detroit, has been improved this year. This completes the highway to a width of 40 feet, except for one section under a grade separation which is now under construction. The entire project will be thrown open to travel late this year.

## LAHSER ROAD

This road has been extended south from Grand River in the old Village of Redford to Five Mile Road. The grade for this highway has been completed 40 feet wide and the paving 20 feet wide with a thickness of 10 inches at the edges and 8 inches at the center. The paving has been laid to city grades and may become a part of a future city pavement when the traffic conditions in this territory warrant its widening.





This grade separation between Wayne Road South and the Michigan Central Railroad main line is a great improvement over the old dangerous crossing. Two 28-foot roadways are provided and two 6-foot sidewalks. This improvement was built late in 1925

### MERIDIAN ROAD

The improvement of the Meridian Road on Grosse Ile, four miles in length, passing down through the center of the island from the bridge approach, has been started this year.

Considerable difficulty and delay have been encountered on the part of the Township officials in securing the necessary 120-foot right-of-way. The right-of-way has now been acquired for two miles, as far south as the Trenton Ferry Road, and the grading of this section of the road is completed.

The construction of the bridge across the canal for the thoroughfare and the grading of the remainder of the road will be carried on as fast as the right-of-way is acquired.

Provision for paving this highway 20 feet in width as far south as Trenton Ferry Road is being made in the 1927 road building program.

### NORTHVILLE ROAD

This important highway, connecting the Village of Plymouth and the Village of Northville, has been paved this year to a width of 20 feet, with an 8-foot shoulder on each side. This improvement takes the place of an old gravel road constructed during the early days of Wayne County's road building activities. It has been a much delayed and much needed improvement as it furnishes a connecting link between the Plymouth Road, Five Mile Road, Seven Mile Road, and Fishery Road, and is part of our Outer Belt Route.

A gravel road was constructed on a parallel highway one mile west of the Northville Road for temporary traffic during the construction of the Northville Road. This highway has been of value to Wayne County in connection with the Wayne County Training School, which was under construction in 1925.



This is the Butler Road. 40 feet in width and connecting Coolidge Highway with Division Road. It is a splendid example of the new requirements for traffic in the southwest industrial district



## Widening Existing Highways

### CANTON CENTER ROAD

**F**ROM Ford Road on Canton Center Road north to the Village of Plymouth, we are widening the old 16-foot concrete pavement to 30 feet, thereby providing for three lanes of traffic. A section of this road  $\frac{1}{2}$  mile in length within the Village of Plymouth, is being entirely rebuilt 36 feet wide to give proper grades for city drainage. This section of the road is provided with curb—the Village co-operating by caring for the storm water drainage. From the south village limits of Plymouth to the Ford Road the highway is being constructed with closed ditches, but without curb, thereby providing for parking off of the paved portion of the highway. This road is  $4\frac{1}{2}$  miles long and completes the widening of the entire Canton Center Road from Michigan Avenue Road to Plymouth.

### EUREKA ROAD

A section of Eureka Road one mile in length, extending approximately from Dix Road to Wyandotte city limits, is being repaved with concrete 40 feet in width. The first section consists of a 20-foot pavement, nine inches thick. The remaining section will be constructed early in 1927. This piece of road was the remaining section of tar-bound macadam on the County Road System. It became so rough and unsatisfactory for public travel that the concrete pavement was decided upon.

### FIVE MILE ROAD

The 20-foot paving on the Five Mile Road, from Wyoming Avenue to Telegraph Road, had become so congested that it was decided to widen this highway to 40 feet this year. The entire project has been completed from Telegraph to Grand River Roads. The additional paving consists of a 10-foot strip on each side of the old 20-foot paving, making 40 feet in all. The section through Brightmoor's business district is provided with curb and the entire road has a storm water drainage, thereby closing the roadside ditches.

The section of Five Mile Road, from Grand River to Wyoming Avenue, has been torn up due to construction of a water main by the Detroit Water Board. This operation has made it impossible to proceed with the widening on the north side of the road. The south 10 feet of paving will be completed during October this year, thereby providing a 30-foot roadway for highway traffic.

The widening on the north side will be completed in 1927 after the trench, caused by the construction of the water main, has thoroughly



Five Mile Road just west of Grand River Avenue has recently been widened from 20 feet to 40 feet. This is a splendid example of Wayne County's activities during 1926

settled and the paving can be completed without danger of its destruction through settlement.

The completed project will be 40 feet in width.

### FORT ROAD STRAIGHTENING

A bad jog in Fort Road in the City of Lincoln Park consisting of four right-angle turns has been eliminated by acquiring a new right-of-way and carrying the road straight through. This improvement is 20 feet in width with place for building an additional 20 feet as soon as the new right-of-way has been acquired on Fort Street to the superhighway width of 204 feet. Some construction work is expected to be carried on this season upon the new right-of-way. A portion of the appropriation for widening this important artery has been temporarily assigned to the purchase of right-of-way in co-operation with the City of Lincoln Park, who is sharing one-half the expense.

### MACK ROAD

This highway is being widened to 40 feet, between Cadieux Road and the Eight Mile Road, which is the County Line. The old concrete road built in 1917, one of our first 20-foot concrete roads, is in excellent condition. The shoulders are being widened, under drainage installed to care for storm water, and a 10-foot strip of concrete is being placed on each side of the old 20-foot road, thereby making a 40-foot highway.

Plans are under way for widening of the right-of-way of this highway to 204 feet wide in accordance with the master plan. This improvement is being carried on in co-operation with Macomb County which will eventually extend the wide right-of-way and paving to New Baltimore, there joining Trunk Line 27, which is the Shore Road through St. Clair County. This will be an important relief to Gratiot Road traffic congestion.

### MILLER ROAD

This old 18-foot highway, extending from Warren Avenue to Baby Creek, south of Dix Avenue, four miles in length, is being widened to 40 feet of concrete. The usual practice of installing storm water drainage and closing the deep open ditches is being followed on this improvement.

### OAKWOOD BOULEVARD

A section of Oakwood Boulevard from Michigan Avenue in Dearborn, southeast to the Dearborn Township Line, is being widened to 50 feet. The old paving is 24 feet of concrete on a 100-foot right-of-way. An additional 13 feet is being built on the north side. The shoulders or turnpike of this road are sufficiently wide to provide for the additional width in pavement. Under drainage is being provided for by the Village of Dear-





Northville Road, connecting Village of Plymouth with the Village of Northville. This view is taken adjacent to the Cass Benton Park. The road is 20 feet wide, except at this point, where it is widened to 30 feet due to the Park Entrance

born and the road will be completed with curb and without side ditches. The remaining portion of Oakwood Boulevard will be widened in 1927.

### RIVER ROAD

This highway is being reconstructed from the south limits of Wyandotte to Elizabeth Park entrance in the Village of Trenton, a distance of three miles. A 100-foot right-of-way has been acquired practically the entire distance, and we are constructing a 72-foot pavement from curb to curb to take the place of the old 18-foot concrete road. The car tracks, which were on one side of this highway, are to be placed in the center, thereby eliminating three diagonal and dangerous street car crossings. The pavement on each side of an 18-foot strip, set aside for car tracks, will be 27 feet wide, thereby providing for three lanes of vehicles traveling in each direction. A new double roadway bridge has been built across Monguagon Creek.

The east half of this highway has been constructed and as soon as arrangements are made for centering the car tracks, the remaining section of the highway will be completed.

### SEVEN MILE ROAD

During 1926 the Seven Mile Road has been widened from Grand River Avenue to Livernois. This improvement consists of a 11-foot strip of concrete on each side of the old 18-foot concrete road, making a total width of 40 feet. Closed ditches have been provided for storm water.

The wide Seven Mile Road now extends clear across the north end of the City of Detroit from Grand River Road to Mack Road.

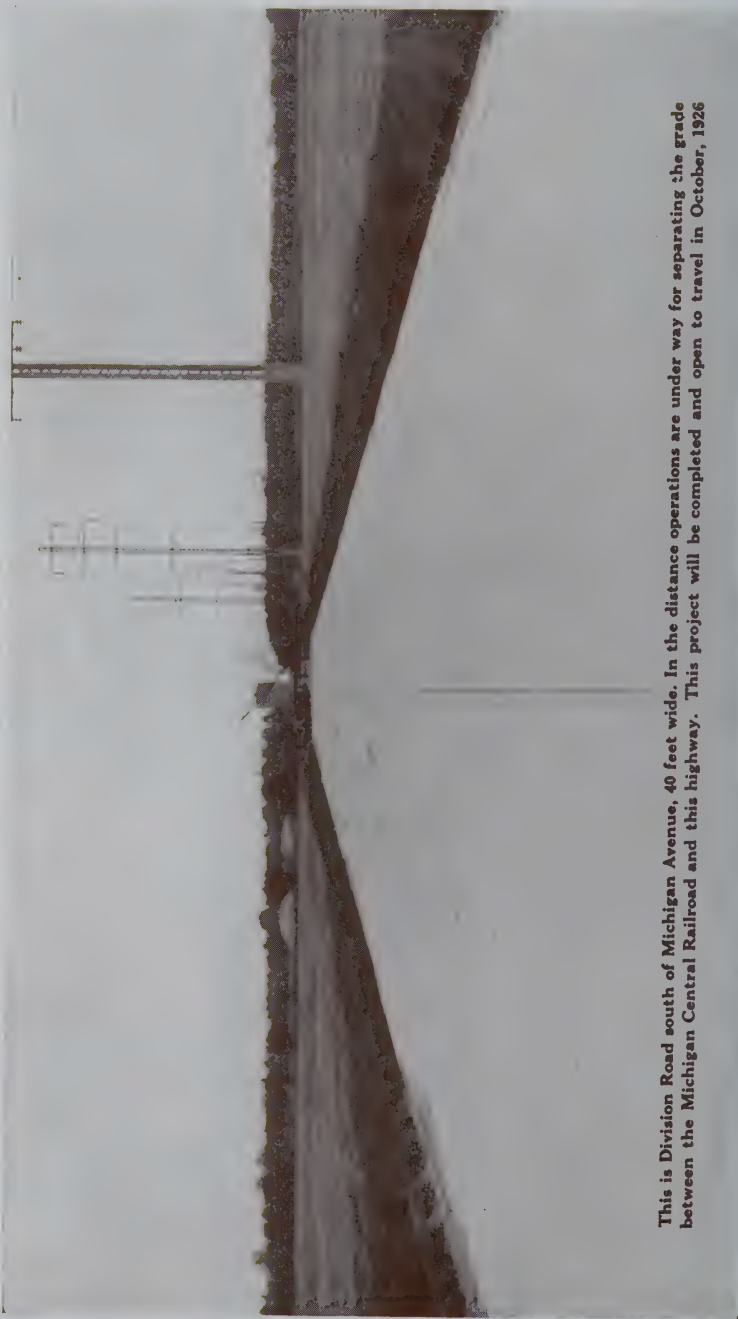
### WARREN ROAD

Warren Road leading west from Coolidge Highway to Telegraph Road has been widened from 18 feet of concrete to 40 feet. This improvement covers a distance of  $5\frac{1}{2}$  miles.

### GRATIOT ROAD

The section of Gratiot Road, between the Seven Mile Road and the Terminal Railroad, has been widened to 44 feet. This has proven a considerable relief to traffic in this section.

An additional 20-foot strip of paving has been installed on the south side of the D. U. R. private right-of-way, between Conners Creek Road and the Seven Mile Road. The right-of-way on this section being only 30 feet in width made it impossible to construct a pavement wider than 20 feet.



This is Division Road south of Michigan Avenue, 40 feet wide. In the distance operations are under way for separating the grade between the Michigan Central Railroad and this highway. This project will be completed and open to travel in October, 1926



## Highway Service and Maintenance

WE are herewith describing in a general way what has been done to keep our system of highways in service. This is no small part of our task. Since our last report traffic has increased, due not alone to the increase in the number of automobiles, trucks, and busses in use, but also to the expansion of the city in all directions. Today a large portion of the traffic on some of the county highways never travels outside of the limits of the City of Detroit. In order to properly care for these roads so that they will serve efficiently at all times, we have a maintenance organization with headquarters at our garage and repair shop on Wyoming Avenue at the Pennsylvania Railroad. This organization has, besides the storage yard for materials, trucks, tractors, tar kettles, concrete mixers, paving breakers, graders and other equipment necessary for the care of the roads. Eight outfits are equipped for tarring cracks and joints in the pavement and for keeping in repair with stone and tar, the shoulders near the edges of the concrete. Other equipment is available to take care of all work in a prompt and efficient manner.

### SIGNS AND MARKERS

There is probably nothing more valuable to the public using the roads than good direction and warning signs. By "Good Signs" we mean signs which are properly placed, give the proper direction or warning and are kept bright by repainting. A sign which is weather beaten and shows lack of attention is of no use to the public and becomes an eyesore and can be classed with many advertising bills and posters with which unthoughtful parties are littering up the roads. Our sign gang is kept busy continuously keeping our "Good Signs" good and keeping the advertising signs off the trees, fences, posts, guard rails and culvert headwalls within the right of way.

### CENTER LINES

We have continued the practice of "Centerlining" our roads and, in cases where roads have been widened, we have divided them into three or four lanes of traffic. The value of this marking can easily be observed by watching traffic stay in its lane. On some of the heavier traveled roads it has become very difficult to operate our centerlining machine and in a number of cases it is necessary to do this marking between midnight and 6:00 A. M. Our truck has been equipped with powerful headlights for this purpose. The marking of pavements at paved intersections and at railroad crossings has been continued.



A section of the Seven Mile Road east of Grand River. This entire road from Grand River to Livernois has been widened to 40 feet, making travel a pleasure

## SIGNALS

¶ At the time of making the last report we had just installed a couple of traffic control signals at highway intersections. These proved very valuable both for controlling the traffic and as a safety measure. Thirty-nine intersections are now equipped with these signals and five additional ones will be installed in the next few weeks. The type of signal which has been adopted is the overhanging signal, which avoids the necessity of having any obstruction on the pavement and, at the same time, keeps the signal where it is most visible. The comments received from both our local highway users and tourists have been very gratifying.

## RAILROAD CROSSINGS

The crossing of paved highways and railroads presents a problem which has required and continues to require much thought. There are two important points to be considered in connection with every crossing. The first is the matter of protection to the traveling public and the second is the problem of maintaining a smooth crossing over the railroad tracks. The matter of protection has received considerable of our attention in the past. A survey at this time shows that, of ninety-three crossings of railroads and county roads, there are only seven which have no form of protection other than the railroad crossing sign. The protection at the other eighty-six crossings is as follows: 18 grade separations, 13 bells and wigwags, 17 gates, five watchmen and 33 flashlights connected to track circuits. The installation on eight of these flashlights will be completed in a short time. A portion of the seven unprotected crossings are on roads which have just been opened up and we have not yet had time to negotiate with the railroads for protections.

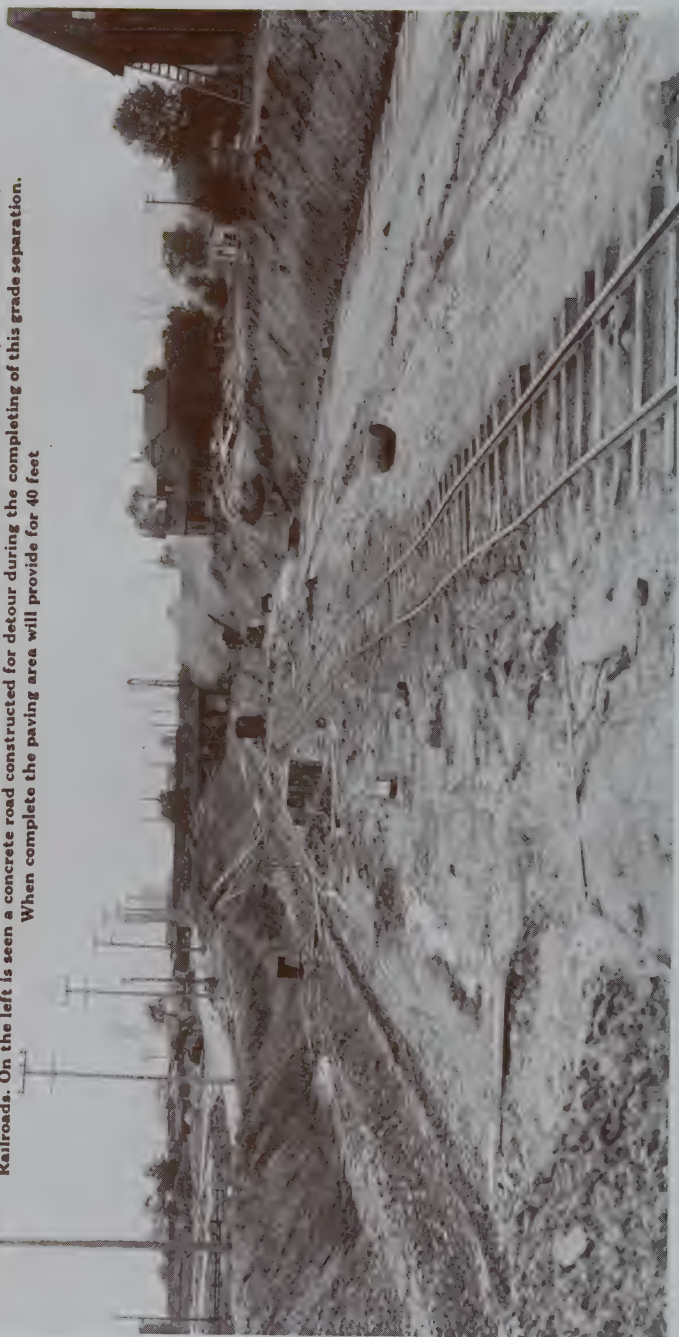
A perfect pavement across a railroad track has not yet been found. We have co-operated with the railroads, however, and as a result some very good results have been secured at a number of points where old crossings were rebuilt. We have in several cases built tar macadam crossings at the expense of the railroad which have remained in very good condition up to the present time. With co-operation from the railroads we hope to be able to continue these improvements.

## TRUCK WEIGHING

In order to prevent the crippling of our road system, we have found it necessary to protect the roads from the overloaded trucks. We have accomplished this by co-operating with the sheriff in the enforcement of the state law, which limits the loading of trucks. A deputy sheriff equipped with loadometers spends a large portion of his time on this work. Very gratifying results have been secured and without a doubt much money has been saved for the county by lessening the patching necessary on the roads caused by overloaded trucks.



South Dearborn Road at the scene of the grade separation between this highway and the Pennsylvania and Wabash Railroads. On the left is seen a concrete road constructed for detour during the completing of this grade separation. When complete the paving area will provide for 40 feet



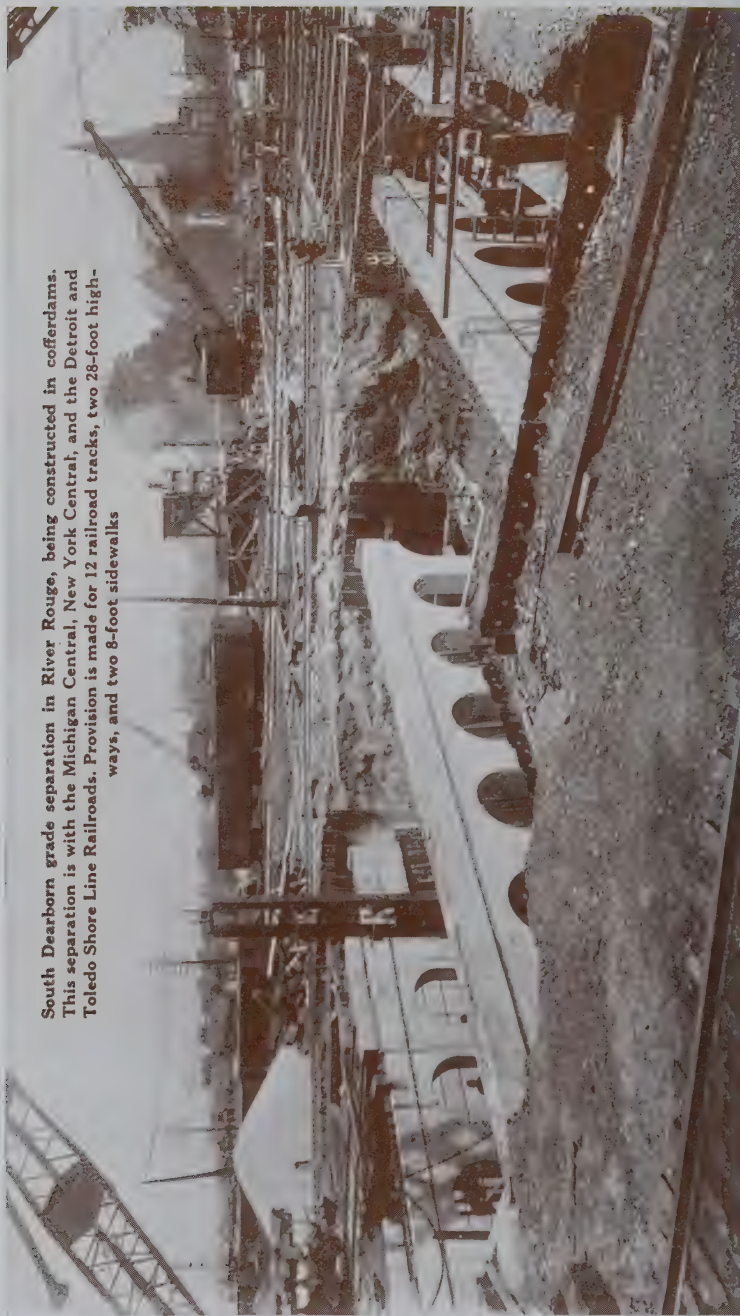
# TRAFFIC CENSUS

The counting of traffic was continued similar to the counts taken in the past. We are listing below a few of the counts taken:

	14 hr. count		Max. hrly. count
Gratiot N from Seven Mile.....	16822		1822 8-9 P. M.
Gratiot S from Seven Mile.....	11793		1121 8-9 P. M.
Seven Mile E from Gratiot.....	8506		838 7-8 P. M.
Seven Mile W from Gratiot.....	8971		931 6-7 P. M.
Southfield N from Seven Mile.....	8760		997 5-6 P. M.
Emerson S from Seven Mile.....	6095		909 7-8 P. M.
Seven Mile W from Emerson.....	8284		1080 8-9 P. M.
Seven Mile E from Emerson.....	10284		1276 4-5 P. M.
Grand River N from Seven Mile.....	13786		1264 2-3 P. M.
Grand River S from Seven Mile.....	18028		1654 7-8 P. M.
Seven Mile E from Grand River.....	6436		610 7-8 P. M.
Seven Mile W from Grand River.....	4249		498 8-9 P. M.
Telegraph N from Plymouth.....	5049		568 6-7 P. M.
Telegraph S from Plymouth.....	5293		713 8-9 P. M.
Plymouth E from Telegraph.....	5700		741 8-9 P. M.
Plymouth W from Telegraph.....	5607		732 8-9 P. M.
Telegraph N from Michigan.....	3855		430 3-4 P. M.
Telegraph S from Michigan.....	8276		737 8-9 P. M.
Michigan E from Telegraph.....	9535		960 7-8 P. M.
Michigan W from Telegraph.....	8923		848 4-5 P. M.
Fort N from Ecorse.....	13734		1404 6-7 P. M.
Fort S from Ecorse.....	11314		1164 6-7 P. M.
Ecorse E from Fort.....	4408		443 7-8 P. M.
Ecorse W from Fort.....	3826		465 8-9 P. M.
Fort at Bascule Bridge	14 hr. count	24 hr. count	Max. hrly. count
July 3rd.....	22909	29871	1974 3-4 P. M.
July 4th.....	25545	30446	2258 7-8 P. M.
July 5th.....	27589	33537	2798 7-8 P. M.
Jefferson at Bascule Bridge			
July 3rd.....	11149	14488	1002 12-1 P. M.
July 4th.....	9125	12006	870 8-9 P. M.
July 5th.....	9204	11843	887 8-9 P. M.

When you stop and consider that a count of 16,000 vehicles for 14 hours means a vehicle approximately every three seconds, you can readily understand why it is difficult and necessary to keep our highways in the best possible condition.

South Dearborn grade separation in River Rouge, being constructed in cofferdams. This separation is with the Michigan Central, New York Central, and the Detroit and Toledo Shore Line Railroads. Provision is made for 12 railroad tracks, two 28-foot high-ways, and two 8-foot sidewalks





## PERMITS

The demand for public utilities goes along with the expansion of cities and towns. Water, sewers, gas, electricity and telephone must be put within reach of all. The first three must necessarily be placed underground. The latter two are fast becoming underground utilities. The public highway is naturally the place for locating the necessary mains and conduits. The requests for permits for these installations are several times as great as they were a year ago. We are co-operating with these utility operators to the fullest extent so that their work may be economically done and with the least inconvenience to traffic. Trenching machines, steam shovels, cranes, tractors, etc., are moved daily over our county highways. The parties hauling these loads must first obtain a special permit for such loads. This permit specifies the route to be followed and the approximate time of movement. This permits us to keep the unusual loads on our newer and stronger roads and to specify a time for moving, which will not inconvenience the regular traffic on the road.

We endeavor to bear in mind continually, while maintaining and improving the highways, that we are the agents of the public. As such, it is our duty to see that the roadsurface is kept smooth; that proper signs and signals are placed to guide and direct traffic; that dangerous embankments, railroad crossings and corners are properly protected by warning signs and signals; and that the roadsides are kept neat by cutting of weeds and brush and the removal of advertising signs. When these things are accomplished, we are giving the public the service it should have.



Coolidge Highway (Schaefer Road) bridge across River Rouge, connecting with the South Dearborn Road. This bridge replaces the old wooden trestle, which was wrecked during a recent flood. It has two 21-foot roadways and 18-foot center strip reserved for future car tracks and two 10-foot sidewalks



## Acquiring Right of Way

**D**URING the past year we have continued our policy of securing additional right-of-way for the widening of main arteries under our jurisdiction. Our efforts in this direction have been mainly on Fort Street through the City of Lincoln Park, and on Grand River between the old Village of Redford and the Seven Mile Road.

### GRAND RIVER ROAD

It was our original intention to make Grand River Road from Redford outward 204 feet wide, and with this in mind we started by providing an additional 69 feet on the North side. This work was carried on under the provisions of Act No. 352 of the Public Acts of 1925, which provides that property back of the existing frontage may be acquired for the purpose of replatting by setting the business frontage back. Most of the parcels of land affected in this case were vacant residence lots, and the plan has worked out very economically, the distance widened was 1.04 miles. In this area it was necessary to acquire seventy-four residence lots, as well as twenty-six business lots. Seven buildings were moved to new locations. The entire project on the North side, while not entirely completed, is nearly so, and the cost to date has been \$144,004.24. Had this been carried through by straight condemnation, taking the business frontage instead of residence lots, the cost would have been at least \$500,000.00.

### FORT ROAD

The widening of Fort Street through the City of Lincoln Park is being handled in much the same manner as Grand River Road. It is much more solidly built up, however, which complicates the situation. We have secured most of the back residence lots at the present time, and are preparing the re-subdivision at the present time. Instead of taking a portion of the required land from each side of the street, in this case we are taking practically all off the west side. Our experience has shown that as a general rule in widening to as much as 204 feet, it is more economical to acquire all of the necessary property on one side. The side from which the land is to be taken is determined after a study of local conditions, which include the nature of the improvements, method of subdividing, and other features peculiar to each particular section.

### RIVER ROAD

On the River Road, between Wyandotte and Trenton, traffic conditions made necessary an additional width of pavement. In order to take care of the situation adequately the right-of-way was widened from the original width of 66 feet to a width of approximately 100 feet. This operation was carried out by taking the necessary land off the front of





Mack Avenue. This road was built in 1917, and this year widened to 40 feet. A portion of the widening is shown on the right. This view is taken just east of Cadieux Road

the frontage lots. We secured this land by filing a determination declaring the taking necessary, and placing an estimated price upon the land to be taken. Most of the owners accepted our appraisal, but several were dissatisfied and carried the matter into Court. A court award was made identically the same as our appraisal. The entire cost of the project has been \$28,963.87.

### DIX BRIDGE

In the construction of the Dix bascule bridge, it was necessary to secure additional land on both sides of the river to provide bridge approaches consistent with the character of the new bridge. The necessary land on the east bank of the River Rouge was secured by negotiation, but it was necessary to carry the matter to court in acquiring the land on the west bank of the Rouge. Several out-lots had been sold on contract at very high prices, and the court award was finally made on the basis of the last selling price named in these contracts, the holders of same having proved that the contracts were made in good faith. The entire cost of the right-of-way for the project was \$120,054.76.

### SUPERHIGHWAYS

At the present time we are engaged in the preliminary work of widening Mack Road from Cadieux Road to the County Line, Northwestern Highway from Wyoming Avenue to the County Line, and Fort Street from the River Rouge to the Pepper Road. These roads have been adopted in conjunction with the counties of Macomb and Oakland through the agency of the Macomb-Wayne and Oakland-Wayne Superhighway Commissions as intercounty superhighways. They are to have a width of 204 feet of right-of-way in accordance with the standard of the Rapid Transit Commission of the City of Detroit for superhighways. These roads are largely within the City of Detroit and our operations are being carried on with the consent and co-operation of the city authorities. No actual right-of-way has been acquired on these projects, but it is anticipated that the right-of-way will be obtained within the next year.

### GRADE SEPARATIONS

During the past year cases have been filed and carried to completion for the determination of abutting damages by reason of the construction of grade separations at Eureka Road-Pennsylvania Railroad, and Telegraph Road-Pennsylvania Railroad. In each case the jury accepted our appraisal of the damages sustained. In the case of Eureka Road-Pennsylvania Railroad grade separation, the total award was \$4,972.70, and in the case of Telegraph Road-Pennsylvania, the total award was \$6,740.30.

On the Belleville Road south of Michigan Avenue at the Michigan Central Railroad, the grades were separated, and our appraisals were made of damages to abutting property; all of the parties in interest agreed to accept the appraisals as made by us, and consequently, no court action was necessary in this case. The total award as agreed upon was \$2,401.68.



Allen Road just north of the Pennsylvania Railroad crossing. This road has been paved from Ecorse Road to Rockwood, 11 miles.  
Pavement is 20 feet wide with a 40-foot turnpike



## Roadside Development

WE have been developing and improving our roadsides for several years. As the trees which have been planted grow and develop from year to year, we are brought to realize what the future appearance will be. The results of this work, however, cannot be measured in appearance alone but in practical service to the public as well. By properly developing the roadsides to aid in the safety, comfort, and convenience of the motoring public and by planning this work so that the results are pleasing and attractive in appearance, we are rendering the maximum service that could be offered in any program of road construction or maintenance.

In carrying out this program, approximately 20,000 trees have been planted, including replacements, covering about 150 miles of improved roads. Dead trees are immediately replaced at the next planting season. Approximately 5,500 shrubs have been planted around our comfort stations, and at various road intersections and parkways. Trees have been properly trimmed on about 75 miles of road. All dead trees, or trees interfering with traffic have been removed. Special attention has been given to railroad crossings and improved road intersections by trimming and removing trees and shrubs which obstruct the view.

Both dormant and summer spray has been applied to all planted trees and shrubs. Slopes at grade separations, bridges, and through heavy cuts and fills have been carefully graded, drained, and sodded. Approximately 54,000 square yards of sod have been placed to date. This eliminates considerable maintenance cost due to heavy washouts. Grass and weeds have been mowed during the summer months.

Public utility companies are continuing to co-operate in securing permits for the placing of poles and trimming trees for wire clearance. Joint lines are formed wherever possible and poles are placed so as not to endanger motorists or injure trees. This work is all thoroughly inspected by us.

Comfort stations are constructed at convenient locations along the most heavily traveled roads. These buildings are modern in every respect, including hot and cold running water, steam heat, drinking fountains, rest rooms, telephones, electric lights, and a booth where road information covering the entire state can be obtained. Including those in our park system, ten of these stations have been completed to date and an eleventh will be ready for use this fall. These buildings are kept open the year round.

The results which we have accomplished in developing our roadsides have far exceeded the expectations of our early planning. Increasing public appreciation and demand for these services has proven their necessity.



Allen Road on a section of the new right-of-way acquired, just south of Ecorse Road

## HIGHWAY PLANTING

During the past year all the roads which were previously planted with trees were gone over and all dead or missing trees were carefully replaced. In addition to this a new planting was made on about five miles of road.

To date the following roads have been planted: Seven Mile East from Conners Creek Road to Mack Road, Seven Mile West from Livernois Road to Northville, Fishery Road from Northville west to the County Line, Center Street in Northville, Phoenix Road from Northville Road west to the County Line, Five Mile Road from Northville Road east to Telegraph Road, Farmington Road from Plymouth Road north to the County Line, Lahser Road from Redford north to the County Line, Southfield Road from Seven Mile Road north to the County Line, Division Road from Grand River Road north to Seven Mile Road, Ford Road from Canton Center Road east to Middle Belt Road, Canton Center Road from Michigan Road north to Plymouth, Wayne Road North from Wayne to Plymouth Road, Middle Belt Road North from Michigan Road north to Plymouth Road, Telegraph Road from Grand River Road south to Flat Rock, Wayne Road South from Wayne to Huron River Drive, Huron River Drive from Belleville to Flat Rock, Eureka Road from Huron River Drive east to Wyandotte, West Road from Telegraph Road to Trenton, Middle Belt Road South from Huron River Drive north to a point one and one-half miles south of Eureka Road, and all county roads on Grosse Ile.

The species of trees planted consists mostly of American Elms, Norway and Sugar Maples, Pin Oaks, Red Oaks, and American Sycamores. The average size of trees planted is about  $2\frac{3}{4}$  inches in diameter. We have found by experience that this size is most economical to plant. All trees have been planted where soil and moisture conditions are best for the particular species used. Special attention has also been given to the landscape appearance and locations with respect to traffic.

Extreme care in planting and intensive maintenance of trees planted have reduced our loss during the past year from 10% to 7%. All trees are carefully cultivated, mulched, sprayed and pruned.

During the planting season when a shipment of trees is received, they are immediately unloaded and both roots and top are pruned. Each tree is then carefully inspected for any sign of insects or injurious disease. The roots are dipped in a tank of mud and water and the tree is then heeled in the ground preparatory to planting. Before being planted on the road all trees are thoroughly sprayed. Due to careful selection at the nurseries, we have never received any stock seriously infected by insects or disease.

During the coming year it is planned to plant trees on the following roads: Northville Road from Plymouth to Northville, Plymouth Road for a distance of about one and one-half miles both east and west of Plymouth, Middle Belt Road North from Plymouth Road north to County Line, Cherry Hill Road from Canton Center Road west to County Line, Warren Road from Middle Belt Road east to Telegraph Road, Ford Road from Middle Belt Road east to Telegraph Road, Middle Belt Road South





Division Road, looking north from River Road. This highway is 40 feet wide on 120-foot right-of-way, and is an important connection between the City of River Rouge and Fordson, and the north part of Wayne County

from Michigan Road to a point one and one-half miles south of Eureka Road, Sumpter Road from Belleville south to County Line, Willis Road from Sumpter Road west to County Line, Willow Road from Sumpter Road east to Huron River Drive, and Waltz Road from New Boston south to County Line. This program, together with a replacement planting, will require approximately 7,500 trees and will bring the total of roads planted to about 200 miles.

## TRIMMING

It has been necessary to do considerable trimming, especially on new roads. Before any roads are opened to traffic they are gone over by our trimming crews and all low hanging branches and dangerous trees removed. This work has been greatly increased during the past year due to pavements being widened, bringing the traveled way closer to existing trees. In a number of cases it has been found necessary to remove large numbers of trees to make way for the concrete.

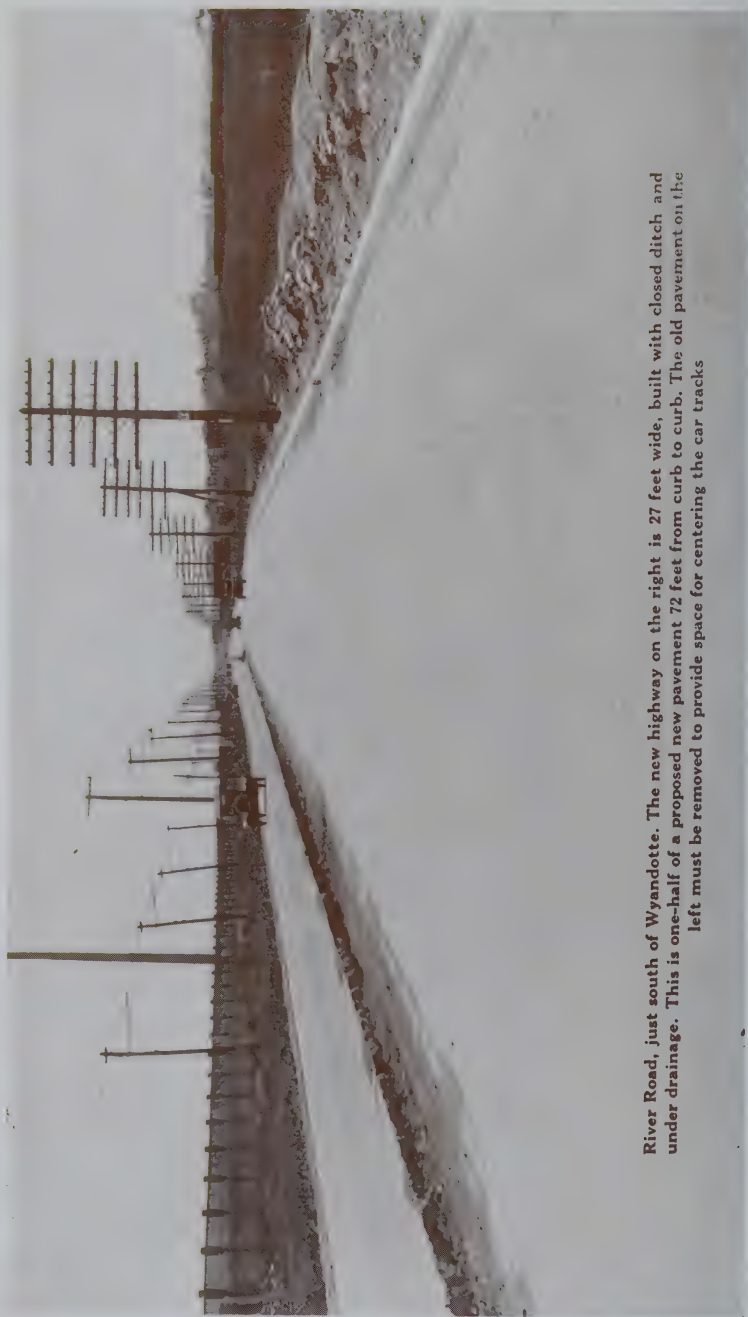
All railroad crossings where grade separations have not been built have been gone over carefully and all trees, branches, and shrubs have been removed and trimmed so that clear, unobstructed views may be had of approaching trains. It is important to note here also that in planting our new trees none are set out within 500 feet of any railroad crossing.

Considerable trimming has also been done in order to maintain existing trees. Here all dead branches and interfering limbs have been removed, dead or dangerous trees taken out, and the necessary light repair work done, such as bolting and bracing to protect and preserve the trees.

Various requests are received from time to time from villages and public utility companies to do trimming work. This, of course, is confined to county roads only, and when any trimming is done for line companies they are billed for the cost. The requests we have received for this work include trimming on Allen Road from Detroit to Rockwood, Fort Road from Detroit west to Canton Township, Cherry Hill Road from Canton Center Road west one mile, and at various locations on the Huron River Drive.

In addition to this, trees were trimmed on the following roads and railroad crossings: Phoenix Road from Northville Road west to County Line, Wayne Road North from Wayne to Plymouth Road, Base Line Road from Northville east two miles, Ann Arbor Road and D. U. R., Ann Arbor and P. M. R. R., Middle Belt Road South and Wabash R. R., Middle Belt Road South and Penn. R. R., Ecorse Road and P. M. R. R., Ecorse Road and Wabash R. R., and Huron River Drive and Penn. R. R., and at various locations on Canton Center Road, Five Mile Road, Seven Mile Road West, Warren Road, River Road through Trenton, Northville Road, and Allen Road.

During the past few years the trimming of our existing trees has become a necessity from the standpoint of safety to the motorists as well as the



River Road, just south of Wyandotte. The new highway on the right is 27 feet wide, built with closed ditch and under drainage. This is one-half of a proposed new pavement 72 feet from curb to curb. The old pavement on the left must be removed to provide space for centering the car tracks



preservation of the trees for their appearance and shade. Equipped with light, powerful and speedy trucks our trimming crews are able to clear up results of storm damage, heavy winds, construction interference, and other small emergency jobs, immediately. Their experience and training enables them to work rapidly and efficiently and as a result our construction work proceeds unhampered and traffic moves continuously over our roads without the least interference or danger from trees.

### SPRAYING

Trees at several locations on county roads were sprayed last spring for various kinds of scale insects. All existing trees along county highways are inspected at various times during the year and if any trace is found of injurious insects, immediate action is taken to prevent their spread.

All new trees are sprayed at the time of unloading and they also receive both a dormant and summer spray each year after they are planted.

As a result of this careful attention and considering various other items of maintenance, such as cultivating, mulching, pruning and fertilizing, our trees are constantly in the best of condition, are extremely thrifty, and produce a maximum growth in a single season.

### PARKWAYS

Shrubs have been planted at all road intersections where additional land has been acquired to eliminate sharp turns. These small plots of ground, together with the parkways on Michigan Road, have been carefully graded, seeded, and planted according to a definite landscape plan. Two years ago the strip between the north and south pavement on Michigan Road from Emerson Road west to the Rouge River was improved in this manner. At the present time this is one of our most attractive stretches of road. During the past year a similar parkway was completed on Michigan Road near Eloise, covering a distance of about half a mile. The grass is kept mowed and the shrub beds cultivated in all of these plantings each year.

To date approximately 12,000 shrubs have been used for this purpose and about 10 acres of ground has been seeded. The following parkways have been completed to date: Middle Belt Road at Huron River Drive, River Road two miles east of Rockwood, Middle Belt Road at Romulus-Nankin Townline, Middle Belt Road at Plymouth Road, Five Mile Road at Plymouth-Livonia Townline, Michigan Road from Emerson Road west to the Rouge River, Michigan Road at River Rouge retaining wall, Michigan Road near Eloise, Fort Road at Sibley Road, and Telegraph Road at Taylor-Dearborn Townline.

We have continued our program of sodding at various grade separations, bridges, and through heavy cuts and fills. During the past year approximately 22,000 square yards of sod was placed, including the fol-



Warren Avenue has been widened from Coolidge Highway to Telegraph Road from 18 to 40 feet

lowing jobs: Division Road-D. & I. R. R. grade separation, Wayne Road South-M. C. R. R. grade separation, Belleville Road-M. C. R. R. grade separation, Plymouth Road-P. M. R. R. grade separation, and a few deep cuts on Ann Arbor Road.

### PUBLIC UTILITY COMPANIES

In issuing permits for the building, rebuilding, or moving of public utility pole lines, we have been following the recommendations of the Joint General Committee of National Electric Light Association and Bell Telephone System which convened in New York City on December 9, 1922, and February 15, 1926. This provides for joint lines wherever possible and practicable and the separation of signal and supply lines on opposite sides of the roads. In co-operation with the various companies in this county, we have designated the sides of the roads to be used for this purpose, eliminating all possible cross overs. These positions are taken as new lines are built and as old lines are rebuilt or moved. It will only be a question of a few years when the number of poles will be reduced to a minimum and the various lines will be systematically located. This is a step toward our ultimate aim of having all overhead lines placed underground.

Complete co-operation has been given this Board by the various companies operating overhead lines in this county. Poles have been moved for road construction and for the carrying out of our tree planting programs. Permits have been secured for the building and rebuilding of lines, for trimming and removing trees. Joint construction has been practiced in all possible cases. In short, everything possible has been done toward making our pavements safe and in keeping our roadsides in a neat and presentable appearance.

Since September 1, 1925, this board has issued 108 tree trimming permits, 20 tree removal permits, and 68 permits to set poles. All work covered by these permits has had our usual thorough inspection.

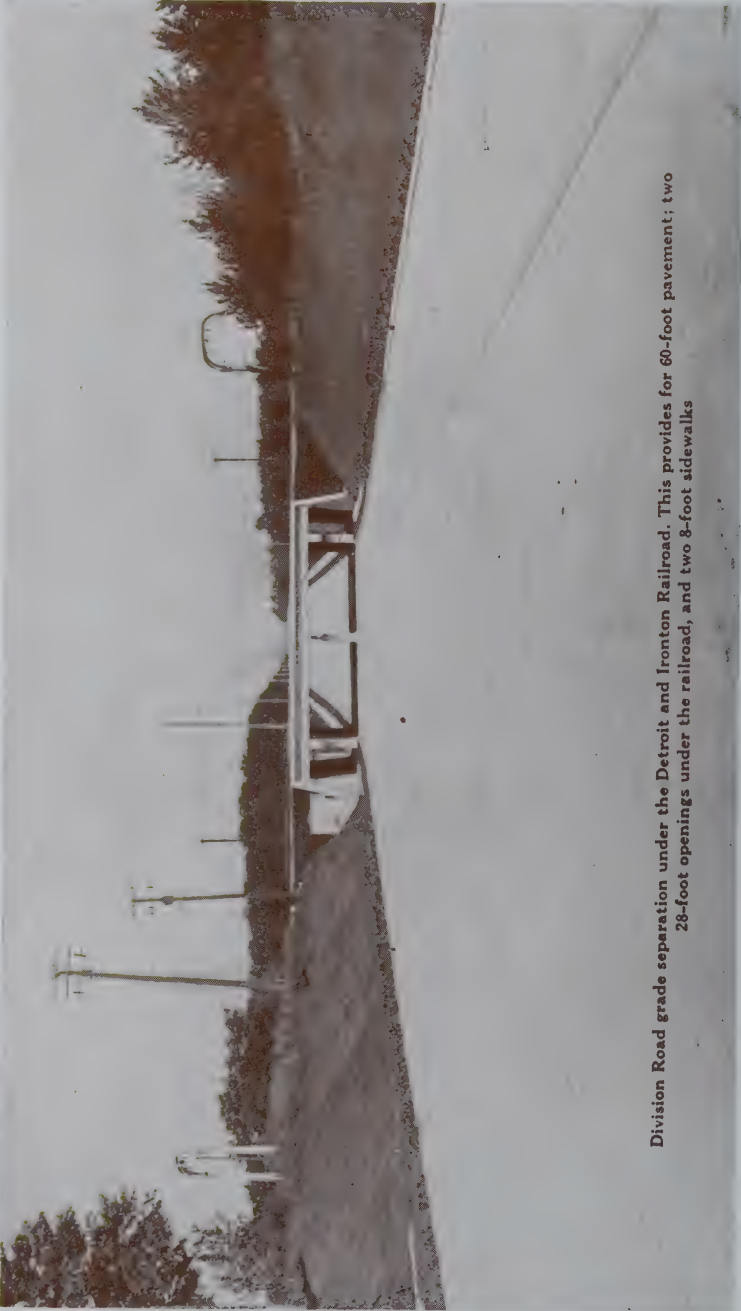
### ROADSIDE COMFORT STATIONS

We are now maintaining four roadside comfort stations at the following locations: Five Mile Road at Phoenix Park, Willow Road at Huron River Park, Huron River Drive at intersection of Belleville and Sumpter Roads, and Telegraph Road North at the Redford-Dearborn Town Line.

These buildings, equipped with all modern conveniences, have our usual thorough and efficient maintenance. They are open every day from seven o'clock in the morning until ten o'clock in the evening, with a caretaker in attendance. Rest rooms are provided for women and the water used in each building is tested each week by the Detroit Department of Health.

During the past year the Village of Wayne deeded to this board a small piece of land on Michigan Road at the easterly limits of the village





Division Road grade separation under the Detroit and Ironton Railroad. This provides for 60-foot pavement; two 28-foot openings under the railroad, and two 8-foot sidewalks

with the request that a comfort station be erected on the site. Plans were immediately drawn and work is now in progress on the new building. It is expected that it will be completed and ready for use by October 1st this year.

The comfort station will be of cottage type architecture, constructed of brick and stone with steel rafters and gypsite roof, making it completely fireproof. It will be equipped with a shelter space, a ladies' rest room, telephone booth, hot and cold running water and a hot water heating system. The erection of this service station on Michigan Road will add greatly to the convenience of those using this highway and the Village of Wayne is to be commended for its public spiritedness in making this possible.






Plymouth Road grade separation with the Pere Marquette Railway west of Detroit. This provides for one 40-foot clear roadway and two 6-foot sidewalks. Finishing of the side-slopes is under way



## Bridges

URING the past year in addition to completing the construction of three bridges which were started previously, and placing ornamental handrails on nine others which otherwise had been completed previously, we have initiated the construction of three other bridges.

Two of these three new bridges are on a new county road and the third bridge replaces an old bridge.

A detailed description of these bridge projects follows:

### BRIDGES ON OUTER DRIVE IN ROUGE PARK

With the taking over and paving of that portion of the Outer Drive through the Rouge Park of the City of Detroit, as a county road, the construction of two bridges was involved.

The first of these two bridges spans a ravine in the park, and the plan of bridging this ravine conforms to the park layout which provides that a bridle path shall follow the ravine under the bridge.

To harmonize with this park location we are building a graceful, earth-filled, spandrel-arch structure of three short spans, the center span being 22 feet 6 inches, and the side arches having clear spans of 15 feet 3 inches.

The bridge carries the full width of the roadway paving (40 feet), and in addition two sidewalks each 10 feet wide are provided.

The construction of this bridge is now well advanced and traffic will be permitted to use it this Fall.

The second of these bridges in reality separates the grades between the Outer Drive and Bonaparte Road. At this crossing advantage was taken of the topographical features which lent themselves to the construction of a bridge to carry the Outer Drive over Bonaparte Road.

This bridge will be an earth-filled, spandrel-arch of 70-foot span and 14-foot rise, and will provide clear head room over Bonaparte Road in excess of 16 feet at the center. The bridge will carry a 40-foot concrete road and two sidewalks each 10 feet wide.

Both of these bridges are of reinforced concrete and will be in keeping with their beautiful surroundings.



South Dearborn Road on the southern boundary line of Detroit, near Fort Street. Provides for 4 lanes of travel

The work on these bridges is being done with our own bridge organization.

### RIVER ROAD OVER MONGUAGON CREEK

At this crossing of Monguagon Creek we completed a new bridge in 1925 to take the second strip of pavement which was laid this year.

Upon completion of this second strip of pavement, ready to carry the highway traffic, we proceeded to remove and rebuild the old bridge which was too narrow and too light to serve the future.

The reconstruction of this bridge is now under way and will be completed before winter.

The new bridge will be a duplicate of the bridge which was built for the second strip of pavement and will be a reinforced concrete T-beam and slab bridge of 31-foot span carrying a 24-foot roadway and one 6-foot sidewalk. The space between the two bridges is occupied by a bridge carrying the electric railway.

### BRIDGE AND ROAD RELOCATION AT BELLEVILLE

The reconstruction of the existing bridge over the Huron River and the relocation of the Belleville Road at this point, at the Village of Belleville, was primarily necessitated as a result of the construction of a dam at French Landing by the Detroit Edison Company.

Incidentally, however, a bad combination of right angle turns, narrow bridges, and narrow road on a high fill has been corrected.

The bridge was completed last year but due to the continued settlement of the fill leading to the bridge the repaving was left to be done this year. The work is now completed.

### FORD ROAD CROSSING OF RIVER ROUGE

The construction of a bridge at this crossing of Rouge River near Dearborn was well under way last year and has now been completed.

The new bridge is an excellent example of modern bridge construction, and with its ornamental cast stone handrail, it presents a picture worthy of its beautiful setting.

The bridge, which is a deck-plate girder structure of two 75-foot spans, provides a roadway 40 feet wide and two 6-foot sidewalks.





Miller Road, past the Ford River Rouge Industry, has been widened to 40 feet

## COOLIDGE HIGHWAY OVER ROUGE RIVER

With the completion of this bridge we have linked two of the important highways of the River Rouge district.

The bridge is at the junction of Coolidge Highway (Schaeffer Road) and South Dearborn Road, and is also located at the city limits of Detroit and Fordson and the village limits of Melvindale.

The new bridge is in keeping with its importance as such a link, and provides two roadways each 21 feet wide and two 10-foot sidewalks. Between these two roadways an 18-foot strip has been left open for a future electric railway bridge. The foundations therefore provide for 60-foot roadway and two 10-foot sidewalks.

The bridge is a reinforced concrete T-beam and slab bridge consisting of three spans each 46 feet long and can be widened to meet future requirements.





Grade separation under the Michigan Central main line on Belleville Road. This opening has 40 feet of pavement and two 6-foot walks



## Dix Bascule Bridge

**T**HIS bridge is now nearing completion, and provides a clear channel width of 125 feet centered on the 300 foot channel as ordered by the War Department.

The original order of the War Department required that the reconstruction be completed by July 1, 1926, but, in view of the unavoidable delay entailed in submitting a million dollar bond issue to the electors to cover the cost, an extension of time has been granted to November 1, 1926.

It is probable that all construction which would interfere with navigation will be completed before this extended date, but it is inadvisable to pave the approaches before next Spring.

In addition to the contracts for substructure and superstructure which were let last year to the Missouri Valley Bridge and Iron Company of Leavenworth, Kansas, and the Wisconsin Bridge and Iron Company of Milwaukee, Wisconsin, respectively, we have let contracts this year to the Kuehne Electric Company of Detroit for the electrical work and to George P. Cullen, Inc., of Chicago, for the architectural and stone work.

The new bridge will be of the same general type and dimensions as the Fort Street bascule bridge.

The bascule is a double leaf, simple trunnion with fixed counter weight, of deck type and will provide a roadway 56 feet wide between curbs and two 9-foot sidewalks. The distance center to center of trunnions is 164 feet and the overall length between abutments which includes short fixed approach spans is 288 feet and 6 inches.

In addition to abutments for the fixed approach spans supported on long piles reaching to hard pan 75 feet below the bottom of the footings, the foundations for each bascule leaf consist of an immense reinforced concrete box or counter weight pit supported on four massive reinforced concrete sub-piers, each 13 feet 6 inches in diameter, reaching through the blue clay to solid foundations 80 feet below water level. These sub-piers were constructed as pneumatic caisson piers.



River Road has been widened to 72 feet from curb to curb between Wyandotte and Trenton. This highway leads to Elizabeth Park

## Grade Separations

**D**URING the past year we have been engaged in the construction of nine grade separations, six of which were started last year and three this year. Four of those started last year are now completed and the other two which were started late in the season are still under construction as well as the three started this year. These grade separations are described in detail in this report.

Since the latter part of 1922 when our program of grade separation was initiated we have undertaken the construction of 17 grade separations.

In addition agreements are now in process of signature, and construction will be started within a few weeks on two grade separations, one being at the Michigan Avenue crossing of the Pere Marquette and Detroit Terminal Railroads and the second at the Miller Road crossing of the Pere Marquette Railroad, in Fordson.

Furthermore preliminary discussions looking towards written agreements are proceeding rapidly towards such final agreement for four more grade separations as follows:

Pere Marquette Railroad crossing of Warren Road.

Pere Marquette Railroad crossing of Griswold Street in Northville.

Wabash Railroad crossing at the intersection of Pepper and Allen Roads.

The Eureka Road crossing of the M. C. R. R., D. M. & T. Ry., D. T. & I. R. R., N. Y. C. R. R. and D. & T. S. L. R. R. at Wyandotte.

With the initiation of construction activities this year for separations of grades at the M. C. R. R. crossing of Division Road near Michigan Avenue and at the crossing of South Dearborn Road by the M. C. R. R., N. Y. C. R. R. and D. & T. S. L. R. R. at River Rouge, we have complied with the order of the Board of Supervisors in 1923 that we separate the grades on this highway from Michigan Avenue to Jefferson Avenue in Rouge River,—the construction of the other two separations involved under that order was initiated in 1924 and 1925 respectively.

We are alive to the importance of grade separation work, and are proceeding with such work as rapidly as the mass of preliminaries involved in securing plans satisfactory to all interested parties and in securing agreements between all such parties, will permit.

Furthermore, among the grade separations under construction and among those under negotiations, are some large projects, and regardless of how anxious all parties may be to get the work agreed on and under construction, careful preliminary studies must be made. We, however,



have been in a position up to date to start construction whenever and wherever we can reach an agreement with other parties involved.

We feel that grade separation is warranted at any railroad crossing of any improved county road in Wayne County, and therefore, although we realize that some of these crossings are more important than others, we think it a wise policy to take advantage of any incidental or timely circumstances whereby an agreement can be reached and construction started at any such crossings.

In pursuance of this policy it is wise, insofar as funds available will permit, that we be in a position to initiate construction activities immediately whenever it becomes feasible to reach agreement at any crossing.

Our present minimum standard for clearance of subway structures over the highway is 15 feet, and no grade separations are built which provide less than a 40-foot clear width for the highway and additional room for two sidewalks of a minimum width of 6 feet each. Many of our subways are now being built to give two clear openings for highways, each 28 feet wide between curbs, and two 10-foot openings for sidewalks.

#### TELEGRAPH ROAD AND D. T. & I. R. R.

At this crossing of Telegraph Road by the D. T. & I. Railroad at Flat Rock, we began construction by preparing a detour for highway traffic and securing necessary right of way for widening the highway late in 1925, and contracts for construction work were let in the Winter.

It is probable that the grade separation will be sufficiently completed to allow highway traffic to use it late this Fall.

The grade separation is by means of a subway for the highway which is drained by electrically operated automatic pumping equipment. This subway provides two 28-foot roadways and two 8-foot sidewalks and is over 80 feet wide between the outside lines of sidewalks. The minimum clear height above the highway is 15 feet.

The bridge, which is on a very sharp skew, provides foundations for four railroad tracks and the superstructure is being placed at this time for two tracks.

The subway will be well lighted and all banks of the cut will be sodded. We expect the structure to be a feature of this road which will be a pleasure to the eye as well as a safeguard to traffic.

The steel superstructure will be furnished by McClintic-Marshall Company of Pittsburgh and all other work involved has been contracted to M. E. White and Company of Chicago.

## SOUTH DEARBORN ROAD, PENNSYLVANIA AND WABASH RAILROADS

This is one of the four grade separations involved under the order of the Board of Supervisors in October, 1923, when we were instructed to separate the grades at all main line railroad crossings of Division Road and its continuation, South Dearborn Road (Coolidge Highway) from Michigan Avenue to Jefferson Avenue (River Road) in River Rouge.

In common with the other three of these four separations, this grade separation is by means of a subway under the railroad providing two 28-foot highways and two 8-foot sidewalks and having a clear height over the highway of 15 feet. The subway is 82 feet wide between outside lines of sidewalks.

Natural drainage will eventually be available at this subway when the City of Detroit constructs a sewer which was proposed for this year but the construction of which was deferred by the City. We are, therefore, forced to resort to a pumping plant temporarily at this subway. We have, however, designed this subway with respect to the use of the proposed city sewer and have requested the City to consider construction of the sewer next year.

At this point in order to serve the highway traffic, which has become very heavy since the paving of South Dearborn Road, we have constructed a temporary concrete road for a detour adjacent to the work.

The railroad bridges are being constructed to serve six tracks at the present time.

As an initial step in construction of the grade separation, the detour was built late last year and some of the property for the wider right-of-way secured. During the Winter the railroads built temporary trestles to carry their tracks during the construction of the subway, and early this Spring contracts were let by all parties for the construction of the subway.

It is possible that before cold weather sets in this year, we may have one strip 20 feet wide of the pavement in place in the subway so that highway traffic can use it.

The contractors engaged on this work are List and Weatherley of Kansas City for the Wabash Railroad bridge and H. E. Culbertson Co. of Detroit for the Pennsylvania Railroad bridge and for the grading, drainage structures, paving, etc.

## SOUTH DEARBORN ROAD IN RIVER ROUGE

This grade separation accommodates twelve railroad tracks of the M. C. R. R., N. Y. C. R.R., and D. & T. S. L. R. R. at their crossing of South Dearborn Road at the City of River Rouge, and is a subway of

Construction work nearing completion on Telegraph Road grade separation with the Detroit, Toledo and Ironton Railroad in Flat Rock. This provides for two 28-foot roadways and two 6-foot sidewalks. It is hoped to pave this section in 1926





similar dimensions to that described in preceding pages at the crossing of South Dearborn Road by the Pennsylvania and Wabash Railroads.

The agreement was signed by the railroads this Spring and construction was started immediately.

In spite of unusual and difficult foundation conditions the railroad bridges are now nearing completion and we will soon start excavation for the highway.

Due to the soil conditions the use of pile trestles to support the railroads during the construction of the subway was deemed dangerous and by re-routing some tracks, spreading others and closing others temporarily, it became possible to build the bridges in sections—foundations and superstructures,—within cofferdams. Upon completion of such sections the railroad tracks were then re-routed over the finished section of bridge and the next sections built in a similar manner.

In order to further meet the unforeseen circumstances which arose in connection with the very soft blue clay subsoil, the long steel sheet-piling of the cofferdams in front of all abutments and retaining walls and around the center piers, were driven down and left in place.

Furthermore, heavy reinforced concrete struts were constructed between all footings of the substructure, under the highway, and a heavily reinforced slab of paving laid at once in the area affected. This paving slab was so constructed that it engaged the ends of the steel sheet piling mentioned above.

Thus the subway became virtually a huge reinforced concrete box culvert with a reinforced concrete bottom.

Natural drainage is available for this subway through a sewer laid by the City of River Rouge. The sewer was designed to take care of the subway and was built by the City during the progress of negotiations for the grade separation.

The contractors engaged on this work include the McClintic-Marshall Company of Pittsburg for the structural steel work, D. W. Thurston Company of Detroit for the bridges of the M. C. R. R. and N. Y. C. R. R., and H. E. Culbertson Company of Detroit for the bridge of the D. & T. S. L. R. R. and for the general excavation, drainage structures, paving, etc.

## DIVISION ROAD AND M. C. R. R.

We reached an agreement with the Michigan Central Railroad this Summer to separate the grades at this crossing and, within two days after the verbal approval of the conditions of the agreement, the railroad had started work with a full complement of men and equipment with D. W. Thurston Company of Detroit as general contractor. The steel superstructure is being supplied by the Fort Pitt Bridge Works of Pittsburgh.

Triple Concrete Arch over a ravine in River Rouge  
under the Outer Drive. The purpose of this bridge is  
to provide a bridle path under the automobile road  
being constructed in River Rouge Park



The grade separation is by means of a subway of the same dimensions as others on this highway and as detailed elsewhere in this report in the description of the grade separation at the crossing of South Dearborn Road by the Pennsylvania and Wabash Railroads.

The work at this grade separation is proceeding very rapidly and it is probable that highway traffic may have the use of the subway before Winter.

Drainage is by means of an automatic pumping plant since natural drainage is not available at the present time at this site.

#### DIVISION ROAD AND D. & I. R. R.

This grade separation was almost completed last year and is now finished.

The subway for the highway is of the same dimensions as the other three grade separations along this highway and as described fully in preceding pages in the case of the grade separation of South Dearborn Road and the Pennsylvania and Wabash Railroads.

Drainage is secured by means of an electrically operated automatic pumping plant.

The railroad bridge accommodates four tracks and the foundations are built for two additional future tracks.

Damages have been settled, and the final settlement is being reached with the Railroad now.

#### WAYNE ROAD SOUTH AND M. C. R. R.

This grade separation with the Michigan Central Railroad at Wayne is now completed and is a distinct highway feature of that vicinity.

With its wide pavement and beautifully sodded slopes, ornamental lights, etc., it is very pleasing to the eye.

At this crossing the tracks of the railroad were raised and the highway depressed through a subway.

The railroad bridge was built in cofferdams and presented interesting engineering problems.

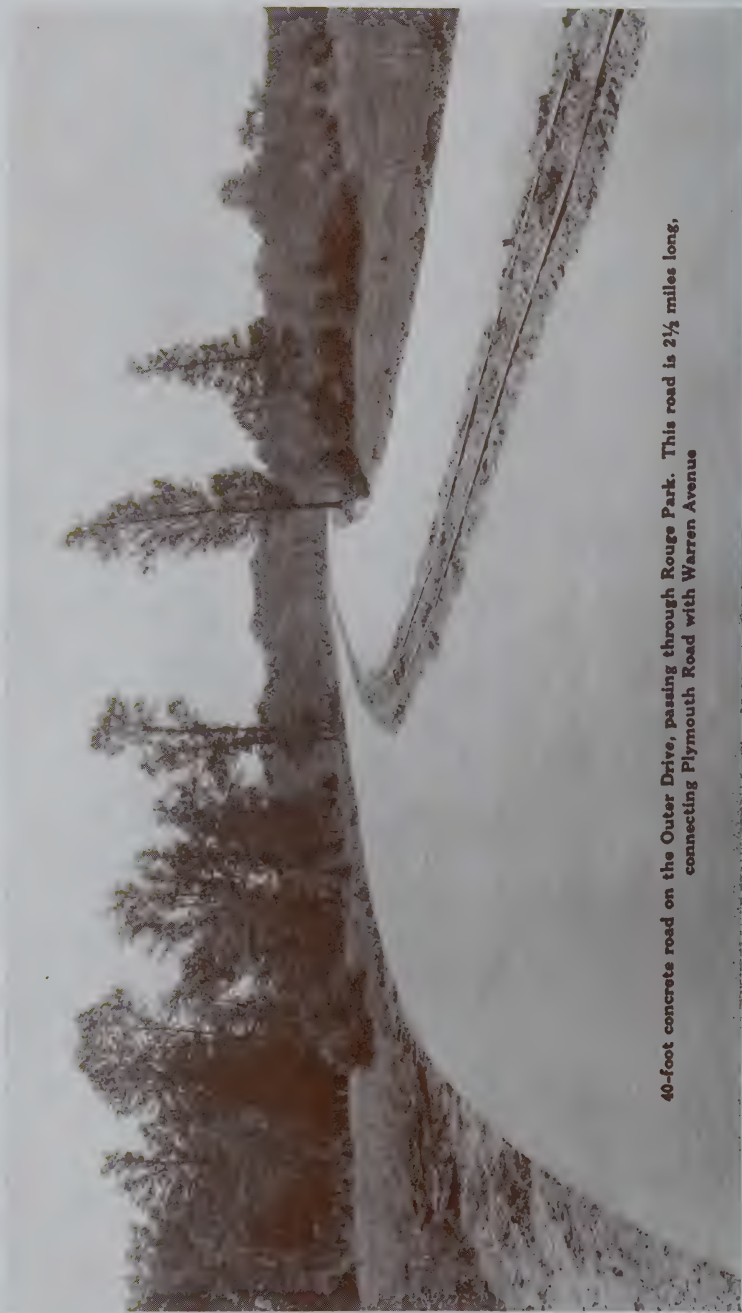
Natural drainage was secured by the construction of a deep sewer approximately 1500 feet long.

All of the damage to abuttal property has not yet been settled for but otherwise we expect no further expense at this work.

#### BELLEVILLE ROAD AND M. C. R. R.

The bridge for this subway under the Michigan Central Railroad was





40-foot concrete road on the Outer Drive, passing through Rouge Park. This road is  $2\frac{1}{2}$  miles long, connecting Plymouth Road with Warren Avenue



practically completed last year and we succeeded in paving a part of the subway before Winter closed in.

The work is now all completed and property damages have been settled for.

We are justifiably proud of the subways constructed by us and the beauty of their appearance is in no small degree due to careful treatment of the side slopes of the cut by uniform and careful grading and sodding.

The subway provides a highway 40 feet wide with two 6-foot sidewalks in addition, and drainage is secured by a pumping plant which is automatically and electrically controlled.

### PLYMOUTH ROAD AND PERE MARQUETTE RAILROAD

The work at this grade separation with the Pere Marquette Railroad was started late last year and has now been completed except cleaning up and sodding which are now under way.

Suit to determine damages will be instituted in the near future.

At this crossing the railroad tracks were raised and the highway depressed through a subway providing 40-foot width of highway and two 6-foot sidewalks in addition.

Because of the expense which would have been involved to secure natural drainage, we resorted to a pumping plant to deliver the drainage to a nearby county drain.

### WEST ROAD AND D. & I. RAILROAD

With the signature of agreements with the Detroit and Ironston Railroad covering the separation of grades at this crossing, work was started immediately.

The early stages of the work, which included raising the tracks of the railroad about five feet, constituting a temporary pile trestle to support their tracks and constructing a macadam detour adjacent to the work to serve highway traffic, have now been completed and contracts were let recently to McClintic-Marshall Company of Pittsburg for the structural steel and to M. E. White Company of Chicago for substructure, grading, paving, etc.

The subway will provide a 40-foot width for the highway and will provide for two 6-foot sidewalks in addition.

Work is progressing favorably and it is probable that some paving will be laid through the subway before Winter so that the detour can be abandoned.

Natural drainage was not possible at this site and we are installing a pumping plant to drain the subway into an adjacent county drain.



New 40-foot bridge with two 8-foot sidewalks on the Ford Road, north of Dearborn. This bridge has been built wide to accommodate future widening of the roadway to 40 feet

## Rouge River Bascule Bridges

THIRD modern bascule bridge is now nearing completion and soon all memory of the narrow dangerous bridges which formerly existed at these crossings will be lost.

These commodious bridges were provided just in time to meet the demands of highway traffic as is witnessed by the following records taken from actual traffic counts at the Fort Bascule Bridge:

Average per 14-hour Day		Maximum Recorded Count for a 14-hour Day	Maximum Recorded for a Two-hour Period
1918	879 (March	934 (Sat. March 23)	180
1919	940 (July)	940 (Sat. July 26)	212
1920	2,427 (October)	2,775 (Sun. Oct. 24)	751
1921	3,311 (July)	4,259 (Sun. July 31)	947
1922	6,257 (August)	8,849 (Sun. August 27)	1,826
1923	7,401 (May)	10,250 (Sun. May 6)	2,220
1924	11,875 (July)	15,344 (Sun. July 6)	3,467
1925	19,645 (July)	22,721 (Sun. July 5)	4,520
1926	25,348 (July)	27,589 (Mon. July 5)	5,449

The figures are for the 14 hours from 7:00 a. m. to 9:00 p. m. On July 5th the 24-hour count at this bridge was 33,537 of which 4,440 were foreign cars, 800 were busses, 750 were trucks, 11 were street cars, and 32 were horse-drawn vehicles. On normal days the traffic in horse-drawn vehicles had dwindled to about 100 and there are about 90 street cars, 2400 trucks, and 900 busses.

The operation of the Jefferson Avenue and Fort Street Bascule Bridges has proceeded without undue incident during the past year. The Fort Street Bridge was opened 1300 times for the passage of boats and the Jefferson Avenue Bridge 1150 times, thus accommodating traffic on the river aggregating about 1,600,000 tons.



Tourists' Lodge and free camp site on the River Road



## One Mill Road Tax Recommended

**W**E BELIEVE that the fundamental plan of the County Road Commission should be carried on uninterruptedly, and that a constant and determined effort be made to widen out all of the existing mileage of a width of less than 20 feet to our new, ultimate, minimum width of 40 feet of concrete.

We believe that it is desirable to annually add some additional miles of new county road.

We believe the securing of rights-of-way for the superhighway system is fundamentally sound, and that this work should be carried on continuously.

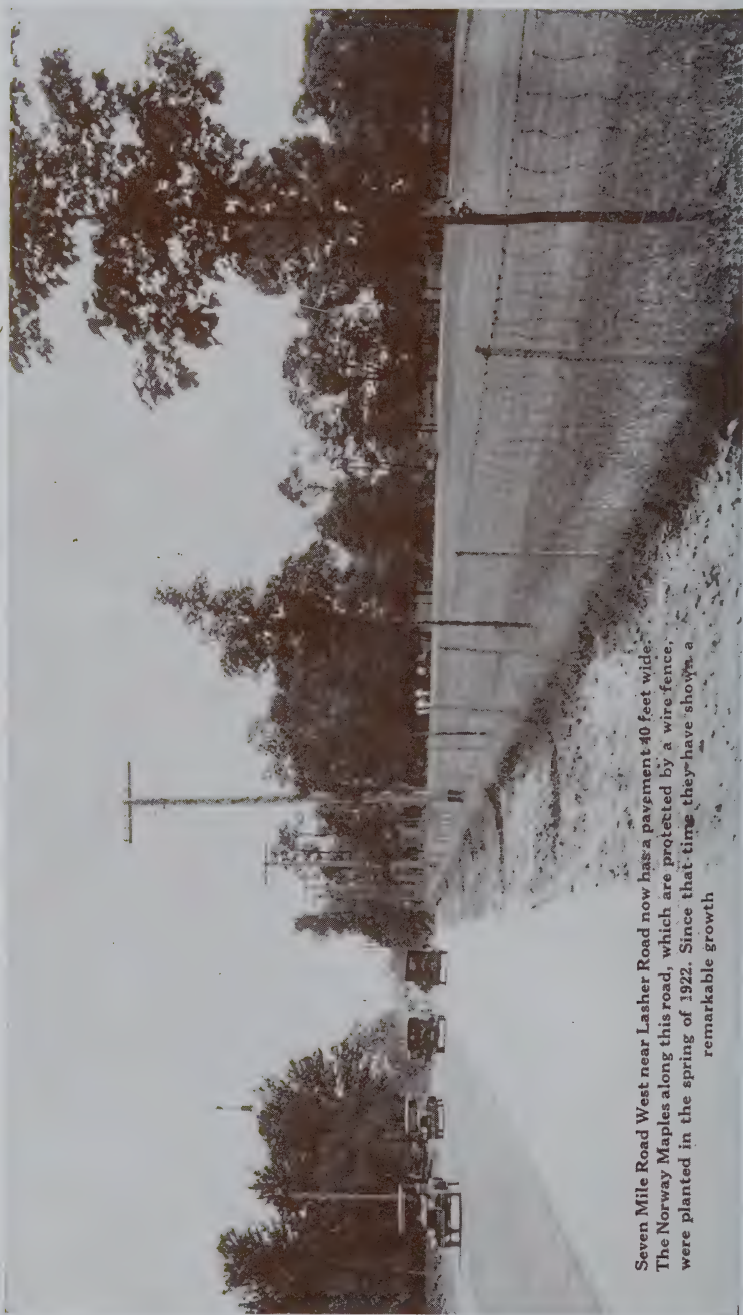
The separation of grades should be carried on as rapidly as agreements can be consummated with the various railroad corporations operating in this territory, and that the proper functioning of other related road problems should go on to the limit of our capacity to pay.

To carry on such work without interruption, we recommend the levying of a one-mill tax on each \$1000.00 of the equalized assessed valuation of the county for county road purposes in 1927.

### MAP OF ROADS

The map inserted in the back of this report shows the work completed and under construction in improving the highways in Wayne County. It also shows the location of county parks, county comfort stations, and grade separation projects, as well as the roads recommended to be taken over as county roads for our 1927 program. The parks, of course, are under the jurisdiction of the Board of County Park Trustees.





Seven Mile Road West near Lasher Road now has a pavement 40 feet wide. The Norway Maples along this road, which are protected by a wire fence, were planted in the spring of 1922. Since that time they have shown a remarkable growth

## Assessment District Method Adopted

WE HAVE adopted a new policy whereby improvement of roads may be had by presenting a petition under the covert act. More than two-thirds of the property owners fronting on any highway may petition for its improvement. Under this plan a portion of the cost may be assessed upon benefitted property, a portion against the township through which the road passes, and a portion against Wayne County as a whole.

This is a new method of securing early action upon the improvement of any important road in Wayne County and will be welcomed in many sections where limited funds available for road improvement entirely at the expense of Wayne County would delay their improvement for some time.

Our resolution relating to this matter follows:

WHEREAS, the County Road System has been completed as originally outlined together with many necessary extensions;

AND WHEREAS, the funds of Wayne County for highway purposes are limited to One Dollar (\$1.00) on each One Thousand Dollars (\$1,000.00) valuation, plus a share of the automobile weight tax collected;

AND WHEREAS, there is a great necessity for the widening of the County Road System throughout the county to provide for increased travel and to prevent congestion near the city;

AND WHEREAS, wider rights-of-way are necessary for wider pavement and to conform to the Master Plan which has been approved by this Board;

AND WHEREAS, grade separation projects are of increasing necessity and increasing drain upon the financial resources of the County;

AND WHEREAS, there is a continual pressure upon the part of property owners throughout the county to extend the County Road System by the paving of new and parallel routes, opening up new territory;

AND WHEREAS, these extensions will be of great value to the property fronting on and adjacent to these new highways;

AND WHEREAS, the Covert Act provides an equitable method by which such charges may be assessed against lands benefitted;

NOW THEREFORE BE IT RESOLVED, that it be the future policy of this Board to accept for consideration on their merits petitions for the improving of highways in the County of Wayne under the provision of Act 59 of the Public Acts of the State of Michigan in the year 1915, otherwise known as the Covert Act.

# TWENTY YEARS of PROGRESS

## Ann Arbor Road

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Right of Way.....	\$ 1.75	
Supervision.....	1,132.06	
General Stores.....	1,154.48	
Coal.....	504.68	
	<u>\$</u>	2,792.97

<b>Grade</b>		
Drainage Structures, Labor.....	1,027.46	
Drainage Structures, Material.....	822.82	
Guard Rail, Labor.....	564.10	
Guard Rail, Material.....	56.84	
Shoulders, Labor.....	17,605.62	
Shoulders and Grade Material.....	255.90	
Cutting Brush, Labor.....	7.00	
	<u>\$</u>	20,339.74

<b>Surface</b>		
Sand.....	\$ 130.26	
Coarse Aggregate.....	4,742.84	
Cement.....	21,311.16	
Expansion Joints.....	642.23	
Reinforcement.....	103.84	
Fine Grading, Labor.....	1,071.60	
Mixing and Placing, Labor.....	3,443.06	
Unloading, Labor.....	267.28	
Hauling, Labor.....	1,155.08	
Industrial Track, Labor.....	1,014.85	
Industrial Track, Material.....	218.36	
	<u>\$</u>	34,100.56
Total, Ann Arbor Road.....	\$	57,233.27

## Allen Road

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 225.15	
Supervision.....	4,307.33	
General Stores.....	5,633.36	
Coal.....	1,217.09	
Yards and Sidings.....	17,577.56	
	<u>\$</u>	28,960.49



## TWENTY YEARS *of* PROGRESS

### Grade

Contract.....	17,276.97	
Drainage Structures, Labor.....	1,440.04	
Drainage Structures, Material.....	1,495.19	
Earthwork, Labor.....	257.22	
Guard Rail, Labor.....	7.50	
Shoulders, Labor.....	5,438.09	
Shoulders and Grade Material.....	272.12	
Cutting Brush, Labor.....	153.50	
		\$ 26,340.63

### Surface

Sand.....	\$31,254.97	
Coarse Aggregate.....	79,445.86	
Cement.....	109,770.89	
Expansion Joints.....	2,269.62	
Reinforcement.....	7,318.86	
Fine Grading, Labor.....	4,319.23	
Mixing and Placing, Labor.....	23,878.23	
Unloading, Labor.....	12,937.77	
Hauling, Labor.....	6,636.58	
Industrial Track, Labor.....	10,612.63	
Industrial Track, Material.....	892.21	
		\$289,336.85

Total, Allen Road.....\$344,637.97

## River Road Extension

### Assessment District No. 463

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 1,354.12	
Right of Way.....	244.87	
Supervision.....	155.52	
General Stores.....	29.48	
	\$	1,783.99

## Canton Center Road Widening

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 1,027.45	
Right of Way Survey.....	14.10	
Supervision.....	1,748.53	
General Stores.....	462.42	
	\$	3,252.50

## TWENTY YEARS *of* PROGRESS

### Grade

Contract .....	\$30,966.39	
Drainage Structures, Labor .....	344.37	
Drainage Structures, Material .....	1,849.43	
Earthwork, Labor .....	68.33	
Guard Rail, Material .....	27.00	
Cutting Brush, Labor .....	1,057.33	
	<hr/>	\$ 34,312.85

### Bridges

Bridges, Labor .....	\$ 3,909.90	
Bridges, Material .....	957.97	
	<hr/>	\$ 4,867.87

### Surface

Sand .....	\$ 2,024.64	
Coarse Aggregate .....	4,591.60	
Cement .....	10,331.09	
Expansion Joints .....	2,130.45	
Reinforcement .....	1,139.31	
Fine Grading, Labor .....	332.00	
Mixing and Placing, Labor .....	2,690.59	
Unloading, Labor .....	2,143.76	
Hauling, Labor .....	794.92	
Industrial Track, Labor .....	1,443.49	
Industrial Track, Material .....	23.98	
	<hr/>	\$ 27,645.83
Total, Canton Center Widening .....		\$ 70,079.05

## Dix-Toledo Drive

### DISTRIBUTION

AMOUNT    TOTALS

### Expenses

Surveys and Plans .....	\$ 2,400.25	
Right of Way .....	736.65-Cr	
Right of Way Survey .....	159.30	
Supervision .....	2,558.75	
General Stores .....	2,182.68	
Coal .....	139.10	
Detour Materials .....	228.19	
Detour .....	68.00	
	<hr/>	\$ 6,999.62

### Grade

Drainage Structures, Labor .....	\$ 9,313.84	
Drainage Structures, Material .....	12,539.78	
Earthwork, Labor .....	17,865.23	
Shoulders, Labor .....	71.28	
Shoulders and Grade, Material .....	759.44	
Cutting Brush, Labor .....	46.00	
	<hr/>	\$ 40,595.57

# TWENTY YEARS *of* PROGRESS

## Bridges

Bridges, Labor.....	\$ 2,527.83	
Bridges, Material.....	1,044.18	
	<u>          </u>	\$ 3,572.01

## Surface

Sand.....	\$ 29.70	
Coarse Aggregate.....	89.10	
Cement.....	81.72	
Unloading, Labor.....	30.15	
Hauling, Labor.....	19.45-Cr.	
	<u>          </u>	\$ 211.22
Total, Dix-Toledo Drive.....		\$ 51,378.42

## Division Road

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 66.03	
Right of Way Survey.....	41.10	
Supervision.....	676.86	
General Stores.....	970.72	
Coal.....	232.27	
Yards and Sidings.....	305.67	
	<u>          </u>	\$ 5,040.65

## Grade

Drainage Structures, Labor.....	90.00	
Drainage Structures, Material.....	121.74	
Earthwork, Labor.....	195.32	
Shoulders, Labor.....	3,398.05	
Shoulders and Grade Material.....	991.50	
	<u>          </u>	\$ 4,796.61

## Surface

Sand.....	\$ 3,809.38	
Coarse Aggregate.....	9,895.31	
Cement.....	25,312.26	
Expansion Joints.....	1,154.23	
Reinforcement.....	1,760.97	
Fine Grading, Labor.....	1,869.23	
Mixing and Placing, Labor.....	4,679.49	
Unloading, Labor.....	5,189.79	
Hauling, Labor.....	848.72	
Industrial Track, Labor.....	1,980.04	
Industrial Track, Material.....	267.05	
	<u>          </u>	\$ 56,766.47
Total, Division Road.....		\$ 66,603.73

# TWENTY YEARS *of* PROGRESS

## Emerson Road

### DISTRIBUTION

AMOUNT      TOTALS

### Expenses

Surveys and Plans.....	\$ 17.30	
Right of Way Survey.....	147.04	
Supervision.....	736.14	
General Stores.....	1,562.70	
Coal.....	513.46	
	<hr/>	\$ 2,976.64

### Grade

Drainage Structures, Labor.....	\$ 2,133.26	
Drainage Structures, Material.....	4,205.25	
Earthwork, Labor.....	1,563.28	
Shoulders, Labor.....	6,893.16	
Cutting Brush, Labor.....	178.62	
	<hr/>	\$ 14,973.57

### Surface

Sand.....	\$ 6,893.46	
Coarse Aggregate.....	18,606.99	
Cement.....	27,288.27	
Expansion Joints.....	2,036.93	
Reinforcement.....	191.37	
Fine Grading, Labor.....	1,237.34	
Mixing and Placing, Labor.....	7,423.93	
Unloading, Labor.....	2,470.34	
Hauling, Labor.....	2,032.53	
Industrial Track, Labor.....	1,675.35	
	<hr/>	\$ 69,856.51

Total, Emerson Road.....\$ 87,806.72

## Eureka Road Widening

### DISTRIBUTION

AMOUNT      TOTALS

### Expenses

Surveys and Plans.....	\$ 269.25	
Supervision.....	328.93	
General Stores.....	89.09	
Detour Labor.....	64.50	
	<hr/>	\$ 751.77

### Grade

Contract.....	\$ 1,152.00	
Drainage Structures, Labor.....	2,213.04	
Drainage Structures, Material.....	4,941.11	
Earthwork, Labor.....	210.00	
	<hr/>	\$ 8,516.15



## TWENTY YEARS of PROGRESS

### Surface

Expansion Joints.....	\$ 752.14	
Reinforcement.....	1,213.19	
Mixing and Placing, Labor.....	177.25	
Hauling, Labor.....	13.95	
Industrial Track, Labor.....	781.54	
Industrial Track, Material.....	92.00	
	<hr/>	\$ 3,030.07
Total, Eureka Widening.....		\$ 12,297.99

### Five Mile Road Widening

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 1,370.15	
Supervision.....	1,895.22	
General Stores.....	1,772.43	
Coal.....	156.62	
	<hr/>	\$ 5,194.42

### Grade

Contract.....	\$37,640.20	
Drainage Structures, Labor.....	431.86	
Drainage Structures, Material.....	326.52	
Earthwork, Labor.....	376.00	
Shoulders, Labor.....	949.05	
Shoulders and Grade Material.....	102.63	
Cutting Brush, Labor.....	1,508.50	
	<hr/>	\$ 41,334.76

### Surface

Sand.....	\$ 6,480.40	
Coarse Aggregate.....	14,344.04	
Cement.....	31,912.53	
Expansion Joints.....	3,781.05	
Fine Grading, Labor.....	506.35	
Mixing and Placing, Labor.....	8,718.90	
Unloading, Labor.....	5,533.62	
Hauling, Labor.....	1,761.80	
Industrial Track, Labor.....	3,578.55	
Industrial Track, Material.....	105.79	
	<hr/>	\$ 76,723.03
Total, Five Mile Widening.....		\$123,252.21

### Ford Road

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 55.00	
Right of Way.....	649.89	
Right of Way Survey.....	96.15	
Supervision.....	1,287.90	
General Stores.....	1,442.62	
Coal.....	328.37	
	<hr/>	\$ 3,859.93

## TWENTY YEARS *of* PROGRESS

### Grade

Drainage Structures, Labor.....	148.06	
Drainage Structures, Material.....	298.57	
Earthwork, Labor.....	5,940.78	
Shoulders, Labor.....	2,523.16	
	<hr/>	\$ 8,910.57

### Surface

Sand.....	\$ 6,022.50	
Coarse Aggregate.....	20,127.60	
Cement.....	32,194.23	
Expansion Joints.....	1,281.51	
Reinforcement.....	42.48	
Fine Grading, Labor.....	1,538.60	
Mixing and Placing, Labor.....	9,768.41	
Curb and Gutter, Labor.....	31.50	
Unloading, Labor.....	3,628.33	
Hauling, Labor.....	4,107.10	
Industrial Track, Labor.....	1,695.98	
Industrial Track, Material.....	173.29	
	<hr/>	\$ 80,611.53
Total, Ford Road.....		\$ 93,382.03

## Fort Road

### DISTRIBUTION

AMOUNT    TOTALS

### Expenses

Surveys and Plans.....	\$ 1,673.61	
Right of Way.....	830,120.64	
Right of Way Survey.....	35.26	
Supervision.....	1,777.65	
General Stores.....	2,926.90	
Coal.....	103.18	
Yards and Sidings.....	3,514.96	
	<hr/>	\$840,152.20

### Grade

Drainage Structures, Labor.....	\$ 1,460.63	
Drainage Structures, Material.....	1,042.20	
Earthwork, Labor.....	1,385.05	
Machinery.....	6.00	
Guard Rail, Labor.....	42.50	
Shoulders, Labor.....	8,419.38	
Shoulders and Grade Material.....	1,179.32	
Cutting Brush, Labor.....	54.03	
	<hr/>	\$ 13,589.11

# TWENTY YEARS of PROGRESS

## Surface

Sand.....	\$ 9,043.14
Coarse Aggregate.....	19,591.52
Cement.....	40,611.44
Expansion Joints.....	5,821.11
Reinforcement.....	556.13
Fine Grading, Labor.....	1,575.38
Mixing and Placing, Labor.....	9,970.46
Unloading, Labor.....	6,537.00
Hauling, Labor.....	3,912.17
Industrial Track, Labor.....	2,125.98
Industrial Track, Material.....	220.48
	<u>\$ 99,964.81</u>
Total, Fort Road.....	\$953,706.12

## Grand River Road Widening

### DISTRIBUTION

### AMOUNT TOTALS

### Expenses

Surveys and Plans.....	\$ 868.04
Right of Way.....	345,316.27
Right of Way Survey.....	3,736.92
Supervision.....	1,736.40
General Stores.....	325.72
Coal.....	105.65
Yards and Sidings.....	50.00
	<u>\$352,139.00</u>

### Grade

Contract.....	\$13,700.05
Drainage Structures, Labor.....	976.88
Drainage Structures, Material.....	935.14
Earthwork, Labor.....	428.30
Shoulders, Labor.....	78.30
Shoulders and Grade Material.....	34.34
	<u>\$ 16,153.01</u>

### Surface

Sand.....	\$ 4,182.90
Coarse Aggregate.....	13,434.33
Cement.....	7,514.88
Expansion Joints.....	122.18
Fine Grading, Labor.....	602.66
Mixing and Placing, Labor.....	4,811.75
Curb and Gutter, Labor.....	50.50
Unloading, Labor.....	3,404.73
Hauling, Labor.....	981.74
Industrial Track, Labor.....	90.00
	<u>\$ 35,195.67</u>

Total, Grand River Road Widening .....\$403,487.68

# TWENTY YEARS *of* PROGRESS

## Gratiot Road Widening

### DISTRIBUTION

AMOUNT TOTALS

### Expenses

Surveys and Plans.....	\$ 868.16	
Right of Way.....	3.26	
Right of Way Surveys.....	55.00	
Supervision.....	1,311.81	
General Stores.....	257.14	
Coal.....	402.47	
	<hr/>	\$ 2,897.87

### Grade

Contract.....	\$45,822.71	
Drainage Structure, Labor.....	57.20	
Drainage Structure, Material.....	10.00	
Earthwork, Labor.....	2,215.03	
Shoulders, Labor.....	2,010.56	
Shoulders and Grade Material.....	19.72	
	<hr/>	\$ 50,135.22

### Surface

Sand.....	\$ 3,440.22	
Coarse Aggregate.....	8,790.72	
Cement.....	37,023.78	
Expansion Joints.....	2,604.74	
Reinforcements.....	1,118.91	
Fine Grading, Labor.....	1,989.32	
Mixing and Placing, Labor.....	6,069.85	
Curb and Gutter, Labor.....	30.00	
Unloading, Labor.....	73.70	
Hauling, Labor.....	1,020.63	
	<hr/>	\$ 62,161.87

Total, Gratiot Road Widening.....\$115,194.96

## Lasher Road

### DISTRIBUTION

AMOUNT TOTALS

### Expenses

Surveys and Plans.....	\$ 198.45	
Right of Way.....	9.30	
Right of Way, Survey.....	33.00	
Supervision.....	327.67	
General Stores.....	268.59	
	<hr/>	\$ 837.01

### Grade

Contract.....	5,334.40	
Drainage Structures, Labor.....	587.43	
Drainage Structures, Material.....	642.49	
Earthwork, Labor.....	13.00	
	<hr/>	\$ 6,577.32



## TWENTY YEARS of PROGRESS

### Surface

Sand.....	\$ 976.00	
Coarse Aggregate.....	2,431.24	
Cement.....	4,761.90	
Expansion Joints.....	901.17	
Reinforcements.....	375.00	
Fine Grading, Labor.....	169.80	
Mixing and Placing, Labor.....	1,807.10	
Unloading, Labor.....	889.11	
Hauling, Labor.....	405.28	
Industrial Track, Labor.....	811.65	
Industrial Track, Material.....	35.00	
	<u>          </u>	\$ 13,563.25
Total, Lahser Road.....		\$ 20,977.58

### Mack Road Widening

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 1,239.75	
Supervision.....	952.94	
General Stores.....	51.70	
	<u>          </u>	\$ 2,244.39

### Grade

Contract.....	\$30,182.32	
	<u>          </u>	\$ 30,182.32

### Surface

Cement.....	\$ 8,160.90	
Expansion Joints.....	2,597.75	
	<u>          </u>	\$ 10,758.65
Total, Mack Widening.....		\$ 43,185.36

### Merridian Road

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 971.91	
Right of Way.....	1,255.25	
Right of Way, Survey.....	1,689.15	
Supervision.....	242.54	
General Stores.....	127.75	
	<u>          </u>	\$ 4,286.60

## TWENTY YEARS *of* PROGRESS

### Grade

Drainage Structures, Labor.....	12.00	
Earthwork, Labor.....	2,805.36	
Guard Rail, Labor.....	7.00	
Cutting Brush, Labor.....	415.35	
	<hr/>	\$ 3,239.71
Hauling, Labor.....	6.00	
	<hr/>	\$ 6.00
Total, Meridian Road.....		\$ 7,532.31

## Michigan Road Widening

### DISTRIBUTION

AMOUNT    TOTALS

### Expenses

Surveys and Plans.....	\$ 341.97	
Right of Way.....	68,392.25	
Right of Ways, Surveys.....	558.84	
Supervision.....	4,828.69	
General Stores.....	2,798.71	
Coal.....	519.79	
Yards and Sidings.....	1,669.51	
	<hr/>	\$ 79,109.76

### Grade

Contract.....	\$ 1,970.72	
Drainage Structures, Labor.....	2,269.39	
Drainage Structures, Material.....	1,530.82	
Earthwork, Labor.....	13,893.02	
Guard Rail, Labor.....	19.00	
Guard Rail, Material.....	12.44	
Shoulders, Labor.....	3,499.55	
Shoulders and Grade, Material.....	61.69	
Cutting Brush, Labor.....	84.53	
	<hr/>	\$ 23,341.16

### Surface

Sand.....	\$ 7,500.65	
Coarse Aggregate.....	12,461.23	
Cement.....	51,543.63	
Expansion Joint.....	2,388.97	
Reinforcement.....	658.10	
Fine Grading, Labor.....	2,468.85	
Mixing and Placing, Labor.....	12,448.38	
Curb and Gutter, Labor.....	701.15	
Unloading, Labor.....	5,039.50	
Hauling, Labor.....	3,493.71	
Industrial Track, Labor.....	1,592.64	
Industrial Track, Material.....	201.78	
	<hr/>	\$100,498.59
Total, Michigan Road Widening.....		\$202,949.51

## Middle Belt Road

DISTRIBUTION	AMOUNT	TOTALS
<b>Surface</b>		
Sand .....	\$ 5,559.76	
Coarse Aggregate .....	2,725.92	
Cement .....	5,075.59	
Expansion Joints .....	1,394.00	
Fine Grading, Labor .....	60.00	
Mixing and Placing, Labor .....	68.71	
Unloading, Labor .....	3,630.25	
Hauling, Labor .....	12.00	
Industrial Track, Labor .....	275.25	
	<hr/>	\$ 18,801.48
Total, Middle Belt Road .....		\$ 18,801.48

## Miller Road Widening

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans .....	\$ 792.51	
Supervision .....	1,240.77	
General Stores .....	964.89	
Coal .....	50.83	
	<hr/>	\$ 3,049.00

### Grade

Contract .....	\$33,435.69	
Drainage Structures, Labor .....	139.50	
Drainage Structures, Material .....	331.41	
Earthwork, Labor .....	2,265.98	
Shoulders, Labor .....	407.76	
	<hr/>	\$ 36,580.34

### Surface

Sand .....	\$ 2,010.62	
Coarse Aggregate .....	3,735.45	
Cement .....	8,476.10	
Expansion Joints .....	1,439.76	
Mixing and Placing, Labor .....	5,817.59	
Hauling, Labor .....	11,571.92	
	<hr/>	\$ 33,051.44
Total, Miller Road Widening .....		\$ 72,680.78

# TWENTY YEARS *of* PROGRESS

## Mt. Clemens Drive

DISTRIBUTION

AMOUNT    TOTALS

### Expenses

Surveys and Plans.....	\$ 320.47	
Right of Way.....	59.54	
Right of Way, Survey.....	48.82	
Supervision.....	1,371.75	
General Stores.....	3.82	
	<u>\$</u>	1,804.40

### Grade

Contract.....	\$23,256.85	
Drainage Structures, Material.....	2.65	
	<u>\$</u>	23,259.50

### Surface

Cement.....	\$26,297.70	
Expansion Joints.....	1,387.54	
Reinforcement.....	3,893.20	
Unloading, Labor.....	12.00	
	<u>\$</u>	31,590.44

Total, Mt. Clemens Drive.....\$ 56,644.34

## New Boston and Waltz Road

DISTRIBUTION

AMOUNT    TOTALS

### Expenses

General Stores.....	\$ 34.81-Cr	
	<u>\$</u>	\$34.81-Cr

### Grade

Drainage Structures, Material.....	\$ 40.34	
Earthwork, Labor.....	9.61	
Guard Rail, Labor.....	243.87	
Guard Rail, Material.....	128.63	
	<u>\$</u>	422.45

### Surface

Cement.....	\$ 213.28	
Expansion Joints.....	305.00	
Mixing and Placing, Labor.....	86.37	
Unloading, Labor.....	13.96	
Industrial Track, Labor.....	87.90	
Industrial Track, Material.....	30.68-Cr	
	<u>\$</u>	675.83

Total, New Boston and Waltz Road.....\$ 1,063.47



## Northville Road

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 136.01	
Right of Way.....	33.93	
Supervision.....	2,828.65	
General Stores.....	3,257.65	
Coal.....	461.10	
	<u>\$</u>	6,717.34
<b>Grade</b>		
Drainage Structures, Labor.....	\$ 6,847.57	
Drainage Structures, Material.....	4,832.88	
Earthwork, Labor.....	9,295.20	
Shoulders, Labor.....	2,111.55	
Cutting Brush, Labor.....	398.61	
	<u>\$</u>	23,485.81
<b>Surface</b>		
Sand.....	\$ 5,646.57	
Coarse Aggregate.....	12,456.65	
Cement.....	28,731.04	
Expansion Joints.....	872.43	
Reinforcements.....	1,584.51	
Fine Grading, Labor.....	1,581.80	
Mixing and Placing, Labor.....	8,727.26	
Unloading, Labor.....	4,968.00	
Hauling, Labor.....	4,431.40	
Industrial Track, Labor.....	1,929.55	
Industrial Track, Material.....	91.00	
	<u>\$</u>	71,020.21
Total, Northville Road.....		\$101,223.36

## Oakwood Boulevard Widening

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 182.35	
Right of Way, Survey.....	35.26	
Supervision.....	653.31	
General Stores.....	11.11	
	<u>\$</u>	882.03
<b>Grade</b>		
Contract.....	\$24,660.34	
	<u>\$</u>	24,660.34

# TWENTY YEARS *of* PROGRESS

## Surface

Cement.....	\$ 3,971.79	
Expansion Joints.....	2,089.14	
		\$ 6,060.93
Total, Oakwood Boulevard Widening.....		\$ 31,603.30

## Plymouth Road

### DISTRIBUTION

AMOUNT TOTALS

### Expenses

Right of Way.....	\$ 3.50	
Supervision.....	127.89	
General Stores.....	106.50	
Coal.....	96.30	
		\$ 334.19

### Grade

Drainage Structures, Labor.....	\$ 62.40	
Drainage Structures, Material.....	1,341.54	
Guard Rail, Labor.....	213.94	
Shoulders, Labor.....	5,890.01	
		\$ 7,507.89

### Surface

Coarse Aggregate.....	\$ 1,433.79	
Cement.....	116.73	
		\$ 1,550.52
Total, Plymouth Road.....		\$ 9,392.60

## River Road Widening

### DISTRIBUTION

AMOUNT TOTALS

### Expenses

Surveys and Plans.....	\$ 1,736.94	
Right of Way.....	36,223.99	
Right of Way, Survey.....	695.98	
Supervision.....	2,997.64	
General Stores.....	2,412.81	
Coal.....	481.26	
Yards and Sidings.....	7,062.97	
		\$ 51,611.59

## TWENTY YEARS *of* PROGRESS

### Grade

Contract.....	\$14,428.12	
Drainage Structures, Labor.....	11,273.18	
Drainage Structures, Material.....	11,247.09	
Earthwork, Labor.....	4,963.25	
Guard Rail, Labor.....	50.40	
Guard Rail, Material.....	12.58	
Shoulders, Labor.....	274.00	
Shoulders and Grade Material.....	89.64	
Cutting Brush, Labor.....	1,767.41	
		\$ 44,105.67

### Bridges

Bridges, Labor.....	\$ 3.88	
Bridges, Material.....	39.61	
		\$ 43.49

### Surface

Sand.....	\$14,337.11	
Coarse Aggregate.....	41,818.86	
Cement.....	42,576.72	
Expansion Joints.....	6,459.33	
Reinforcement.....	5,958.43	
Fine Grading, Labor.....	3,233.18	
Mixing and Placing, Labor.....	13,301.00	
Curb and Gutter, Labor.....	1,478.63	
Unloading, Labor.....	8,285.83	
Hauling, Labor.....	3,820.98	
Industrial Track, Labor.....	4,149.20	
Industrial Track, Material.....	64.28	
		\$145,483.55

Total, River Road Widening.....\$241,244.30

## Rouge Park Drive

### DISTRIBUTION

AMOUNT      TOTALS

### Expenses

Surveys and Plans.....	\$ 1,443.09	
Right of Way, Survey.....	396.99	
Supervision.....	1,239.26	
General Stores.....	1,145.39	
Coal.....	16.05	
Yards and Sidings.....	49.31	
		\$ 4,290.09

### Grade

Drainage Structures, Labor.....	\$ 280.11	
Drainage Structures, Material.....	448.70	
Earthwork, Labor.....	7,652.49	
Shoulders, Labor.....	190.40	
Cutting Brush, Labor.....	22.00	
		\$ 8,592.70

# TWENTY YEARS of PROGRESS

## Surface

Sand.....	\$ 7,218.20	
Coarse Aggregate.....	16,921.90	
Cement.....	33,839.60	
Expansion Joints.....	1,452.51	
Reinforcements.....	2,712.92	
Fine Grading, Labor.....	1,108.40	
Mixing and Placing, Labor.....	6,708.54	
Unloading, Labor.....	4,496.87	
Hauling, Labor.....	4,501.44	
Industrial Track, Labor.....	2,841.27	
Industrial Track, Material.....	201.63	
	<u>          </u>	\$ 82,003.28
Total, Rouge Park Drive.....		\$ 94,886.07

## Seven Mile Widening

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 1,229.45	
Right of Way.....	8.75	
Supervision.....	1,001.51	
General Stores.....	2,903.00	
Coal.....	652.63	
Yards and Sidings.....	48.00	
	<u>          </u>	\$ 5,843.34

## Grade

Contract.....	\$15,293.08	
Drainage Structures, Labor.....	12,140.85	
Drainage Structures, Material.....	13,658.93	
Earthwork, Labor.....	12,451.97	
Guard Rail, Labor.....	49.80	
Shoulders, Labor.....	4,840.38	
Shoulders and Grade, Material.....	68.39	
Cutting Brush, Labor.....	911.39	
	<u>          </u>	\$ 59,414.79

## Bridges

Bridges, Labor.....	\$ 1,789.51	
Bridges, Material.....	644.18	
	<u>          </u>	\$ 2,433.69

## Surface

Sand.....	\$10,882.43	
Coarse Aggregate.....	37,426.65	
Cement.....	57,994.92	
Expansion Joints.....	2,458.04	
Reinforcement.....	4,165.71	
Fine Grading, Labor.....	211.00	
Mixing and Placing, Labor.....	18,146.25	
Unloading, Labor.....	8,432.99	
Hauling, Labor.....	5,772.86	
Industrial Track, Labor.....	6,322.50	
Industrial Track, Material.....	199.13	
	<u>          </u>	\$152,012.48
Total, Seven Mile Widening.....		\$219,704.30



## Six Mile Road

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Supervision.....	\$ 26.25	
General Stores.....	77.06	
	<u>\$</u>	103.31
<b>Grade</b>		
Contract.....	\$ 9,573.06	
Drainage Structures, Labor.....	87.75	
Drainage Structures, Material.....	350.50	
Shoulders, Labor.....	246.35	
	<u>\$</u>	10,257.66
<b>Bridges</b>		
Bridges, Labor.....	\$ 58.20	
	<u>\$</u>	58.20
<b>Surface</b>		
Coarse Aggregate.....	\$ 6,000.00	
Cement.....	231.07	
Mixing and Placing, Labor.....	125.94	
Unloading, Labor.....	1,382.13	
Industrial Track, Material.....	2.90-Cr	
	<u>\$</u>	7,736.24
Total, Six Mile Road.....		\$ 18,155.41

## South Dearborn Road

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 43.27	
Right of Way.....	2,517.31	
Supervision.....	2,242.17	
General Stores.....	1,375.77	
Coal.....	198.64	
Yards and Sidings.....	1,770.76	
	<u>\$</u>	8,147.92
<b>Grade</b>		
Contract.....	\$ 3,430.05	
Drainage Structures, Labor.....	820.41	
Drainage Structures, Material.....	937.06	
Earthwork, Labor.....	984.35	
Shoulders, Labor.....	3,347.47	
Shoulders and Grade, Material.....	92.45	
	<u>\$</u>	9,611.79

# TWENTY YEARS *of* PROGRESS

## Surface

Sand .....	\$ 9,244.64	
Coarse Aggregate .....	17,762.10	
Cement .....	38,829.94	
Expansion Joints .....	5,283.95	
Reinforcement .....	1,989.80	
Fine Grading, Labor .....	5,275.11	
Mixing and Placing, Labor .....	8,527.60	
Unloading, Labor .....	5,947.39	
Hauling, Labor .....	1,791.65	
Industrial Track, Labor .....	3,141.27	
Industrial Track, Material .....	82.50	
		\$ 97,875.95
Total, South Dearborn Road .....		\$115,635.66

## Van Dyke Widening

### DISTRIBUTION

### AMOUNT TOTALS

### Expenses

Right of Way, Survey .....	\$ 7.06	
Supervision .....	139.87	
General Stores .....	365.71	
Coal .....	136.93	
		\$ 649.57

### Grade

Drainage Structures, Labor .....	\$ 90.50	
Drainage Structures, Material .....	358.07	
Earthwork, Labor .....	235.40	
Shoulders, Labor .....	706.50	
Shoulders and Grade, Material .....	14.95	
		\$ 1,405.42

### Surface

Sand .....	\$ 974.44	
Coarse Aggregate .....	3,970.12	
Cement .....	1,987.74	
Expansion Joints .....	828.74	
Fine Grading, Labor .....	487.87	
Mixing and Placing, Labor .....	2,618.48	
Curb and Gutter, Labor .....	3,114.27	
Unloading, Labor .....	601.90	
Hauling, Labor .....	821.10	
		\$ 15,404.66
Total, Van Dyke Widening .....		\$ 17,459.65

# TWENTY YEARS *of* PROGRESS

## Warren Widening

DISTRIBUTION	AMOUNT	TOTALS
<b>Expenses</b>		
Surveys and Plans.....	\$ 743.11	
Right of Way.....	34.23	
Right of Way, Survey.....	64.10	
Supervision.....	1,337.14	
General Stores.....	1,119.24	
Coal.....	266.09	
Yards and Sidings.....	108.10	
	<hr/>	
		\$ 3,672.01
<b>Grade</b>		
Contract.....	\$35,898.47	
Drainage Structures, Labor.....	861.26	
Drainage Structures, Material.....	1,678.98	
Earthwork, Labor.....	4,357.95	
Shoulders, Labor.....	6,075.12	
Shoulders and Grade, Material.....	30.03	
	<hr/>	
		\$ 48,901.81
<b>Bridges</b>		
Bridges, Labor.....	\$ 368.13	
Bridges, Material.....	709.69	
	<hr/>	
		\$ 1,077.82
<b>Surface</b>		
Sand.....	\$ 5,009.03	
Coarse Aggregate.....	11,101.07	
Cement.....	22,898.87	
Expansion Joints.....	257.57	
Fine Grading, Labor.....	742.20	
Mixing and Placing, Labor.....	5,000.06	
Unloading, Labor.....	3,192.97	
Hauling, Labor.....	2,702.34	
Industrial Track, Labor.....	2,336.62	
Industrial Track, Material.....	507.36	
	<hr/>	
		\$ 53,748.09
Total, Warren Widening.....		\$107,399.73

# Annual Report of Road Maintenance Sept. 1, 1925 to Aug. 31, 1926

NAME OF ROAD	SNOW REMOVAL	GRADE	FORESTRY and ROADSIDE DEVELOP- MENT	BRIDGES	SURFACE	MAINTENANCE OF LIGHTS AND SIGNALS	MARKERS AND SIGNS SMALL TOOLS AND SUP- PLIES	TRAFFIC CENSUS OR TRUCKS	BETTER- MENTS	TOTALS
Allen.....	\$ 45.17	\$ 616.72	\$ 75.50	Cr \$.....	\$ 1,330.13	\$ 544.36	\$ 513.87	\$ 52.73	\$.....	\$ 3,027.48
Ann Arbor.....	115.17	2,060.10	298.05	.....	11.94	17.50	917.57	23.11	.....	3,443.44
Beck.....	.....	73.87	.....	.....	530.68	.....	20.56	.....	.....	645.11
Canton Center.....	198.08	810.21	2,581.36	22.18	1,601.72	86.89	956.37	38.53	.....	6,295.34
Division.....	63.57	2,948.67	399.97	.....	2,034.55	709.74	1,138.97	98.82	.....	7,394.29
Dix.....	9.62	223.19	8.34	.....	494.18	.....	347.01	16.94	.....	1,099.28
Ecorse.....	562.09	3,359.75	261.58	.....	1,930.79	274.26	1,681.49	176.82	.....	8,246.78
Eight Mile.....	59.74	207.32	536.60	.....	3,258.40	.....	29.38	.....	.....	4,091.44
Emerson.....	79.34	1,252.69	117.19	.....	302.92	668.48	1,067.90	119.20	.....	3,607.72
Eureka.....	469.63	1,845.38	1,866.67	.....	2,129.43	158.47	701.70	62.96	.....	7,234.24
Farmington—Wayne North.....	53.73	1,791.50	891.14	4,235.22	705.40	466.25	490.30	51.41	.....	8,684.95
Fishery.....	210.13	720.14	374.84	.....	337.71	.....	467.68	.....	.....	2,110.50
Five Mile.....	206.99	3,889.38	2,879.14	4.90	1,975.39	294.75	1,100.93	106.70	.....	10,458.18
Ford and Cherry Hill.....	512.59	4,192.75	2,242.16	.....	3,142.59	277.34	1,581.47	167.20	.....	12,116.10
Ford Republic.....	.....	20.46	.....	.....	115.45	.....	.....	.....	.....	135.91
Fort.....	184.59	4,581.06	467.67	50.00	Cr 8,827.95	239.72	2,759.06	231.13	.....	17,241.18
Grand River.....	554.54	7,369.70	26.10	1.61	14,244.42	448.61	698.96	188.16	.....	23,532.10
Gratiot.....	217.09	2,997.47	.....	.....	6,838.01	156.48	920.57	114.58	.....	11,244.20
Grosse Ile.....	.....	1,667.09	172.16	.....	16.20	.....	131.39	14.47	.....	2,001.31
Huron River Drive.....	472.03	5,234.09	3,192.32	.....	3,353.83	522.33	1,705.42	136.85	220.31	14,837.18
Jefferson.....	58.34	50.00	1,965.74	.....	509.74	.....	293.64	.70	.....	2,878.16
Lasher.....	14.85	282.47	64.80	.....	109.79	22.64	234.59	.....	111.15	840.29
Livernois.....	19.20	1,482.01	.....	.....	2,152.71	158.88	509.13	33.09	.....	4,355.02
Mack.....	110.31	763.42	3.39	.....	4,554.60	123.02	519.42	89.66	.....	6,163.82
Michigan.....	779.21	9,444.06	4,818.32	.....	18,391.38	783.63	2,394.74	299.42	.....	36,910.76
Middle Belt.....	214.26	3,431.17	3,203.88	.....	1,194.89	1,491.67	1,491.92	73.39	.....	11,524.18
Miller.....	.....	1,874.50	.....	.....	1,891.05	174.66	509.77	40.04	.....	4,490.02



# TWENTY YEARS of PROGRESS

Mt. Elliott.....	32.06	351.28	.....	593.43	.....	200.60	.....	1,177.37
North Line.....	9.62	147.35	.....	322.00	.....	47.06	.....	526.66
Northville.....	113.60	338.01	56.73	3,325.71	58.67	199.83	.....	4,119.58
Oakwood Blvd.....	260.62	2,357.37	170.53	4,029.91	70.78	303.68	42.71	7,235.60
North Territorial.....	129.65	350.09	.....	2,724.43	.....	21.20	.....	3,225.37
Phoenix.....	51.33	784.10	286.90	770.28	.....	174.41	.....	2,067.02
Plymouth.....	323.94	4,364.08	469.24	7.90 Cr	3,787.77	374.46	67.79	10,980.06
Ridge.....	4.94	37.82	.....	441.80	.....	2.85	3.13	490.54
River.....	259.52	1,416.87	771.14	3,500.58	96.64	1,933.67	140.58	8,119.00
Schoenherr.....	10.80	1,079.09	.....	35.40	14.80	92.19	.....	1,250.28
Seven Mile—East.....	155.85	5,079.72	973.99	11,276.19	371.95	2,663.14	157.82	20,678.66
Seven Mile—West.....	220.56	5,089.27	3,470.07	18,603.42	451.33	2,926.33	255.53	31,018.26
Seven Mile Trunk Line Detour.....	21.60	87.67	.....	472.10	.....	171.38	.....	752.75
Six Mile.....	118.40	8,061.87	.....	933.61	218.33	722.29	41.91	10,098.51
South Dearborn.....	8.55	104.69	.....	67.23	.....	293.13	47.56	521.16
Southfield.....	10.80	615.79	77.10	44.50	13.44	203.25	.....	964.88
Sumpter and Willis.....	96.74	706.15	315.25	390.49	28.54	587.76	.....	2,505.05
Telegraph—North.....	377.80	7,492.79	3,344.97	2,422.40	1,239.18	1,273.66	271.84	16,435.64
Telegraph—South.....	161.99	1,873.95	1,419.07	1,112.99	51.65	715.31	35.76	5,370.72
Tireman.....	152.87	1,194.99	.....	220.72	.....	361.41	21.19	1,952.58
Van Dyke.....	111.47	172.95	.....	1,169.11	21.91	81.94	51.77	1,609.15
Vernier.....	14.40	251.89	13.73	55.05	21.30	51.10	4.34	411.81
Waltz and Willow.....	76.68	1,616.43	284.68	526.92	8.74	622.73	30.89	3,167.07
Warren.....	184.09	3,206.14	116.59	3,557.91	654.70	1,568.09	95.97	19,261.76
Wayne—South.....	76.52	2,437.16	532.37	680.35	779.12	529.58	12.92	5,048.02
West.....	40.62	586.95	517.72	447.76	21.47	459.21	21.92	2,095.65
Totals.....	\$8,235.29	\$113,011.64	\$39,116.00	\$14,129.56	\$143,517.91	\$12,539.69	\$40,981.29	\$720.58 \$375,692.13

## GRADE INCLUDES:

Macadam Shoulders,  
Guard Rail, Cutting  
Ornamental Road Signs.

## SURFACE INCLUDES:

Tarring Cracks and Holes,  
Concrete Patches,  
Bituminous Repairs.

## BETTERMENTS INCLUDE:

Erection of New Guard Rails,  
Installing New Culverts,  
Widening Old Grade, and Metal  
Widening, Widening Curves and  
Relocation.

# Grade Separation and Bridge Costs

September 1, 1925 to August 31, 1926

GRADE SEPARATIONS	MILE	COST	
Telegraph Road and Pennsylvania R. R.....	5.8	\$ 7,524.21	.....
West Road and Detroit & Ironton R. R.....	2.8	22,903.05	.....
Wayne Road South and Michigan Central R. R.....	0.3	161,882.27	.....
Eureka Road and Pennsylvania R. R.....	4.2	5,002.99	.....
Eureka Road and Detroit & Ironton R. R.....	3.6	15,683.52	.....
Belleville Road and Michigan Central R. R.....	0.7	64,453.41	.....
Plymouth Road and Pere Marquette R. R.....	5.2	82,707.98	.....
South Dearborn Road and M. C. R. R.—N. Y. C. R. R.—D. & T. S. L. R. R.....	4.5	130,137.90	.....
Division Road and Michigan Central R. R.....	0.3	1,919.49	.....
Division Road and Detroit & Ironton R. R.....	1.4	62,407.26	.....
South Dearborn Road and Pennsylvania R. R.—Wabash R. R.....	3.1	90,675.57	.....
Telegraph Road and Detroit, Toledo & Ironton R. R.....	0.3	53,903.74	.....
Michigan-Miller Roads, P. M. R. R.—Detroit Terminal.....	.....	5,418.00	.....
Total Grade Separations.....			\$704,619.39
Dix Avenue Bascule Bridge.....			527,062.61

BRIDGES:

River Road.....	0.7	\$ 1,379.40	.....
Middle Belt Road.....	2.8	2,175.00	.....
Five Mile Road.....	7.5	2,641.64	.....
Belleville Road.....	4.5	28,735.80	.....
Middle Belt Road.....	7.3	2,079.10	.....
Middle Belt Road.....	7.7	1,644.05	.....
Grand River Road.....	8.6	1,359.00	.....
Plymouth Road.....	14.6	2,550.00	.....
Division Road South.....	1.7	3,628.88	.....
Ford Road.....	4.7	38,940.98	.....
Fort Road.....	14.4	1,435.00	.....
Schaeffer Road.....	0.0	81,735.36	.....
River Road.....	0.7	6,277.97	.....
Rouge Park Drive—Bridle Path.....	.....	17,033.40	.....
Rouge Park Drive—Bonaparte Ave.....	.....	6,241.39	.....
Total Bridges.....		\$197,856.97	
Total.....		\$1,429,538.97	

# Annual Report of Bridge and Grade Separation Maintenance Cost September 1, 1925 to August 31, 1926

## NAME OF BRIDGE

	Dix Avenue Bascule Bridge	Jefferson Avenue Bascule Bridge	Fort Street Bascule Bridge	Maintenance Various County Bridges other than Bascule	Grade Separation Maintenance Cost
Major Accidents .....		\$ 2.00			
Labor Operating .....		11,368.59	\$11,342.75		
Electric Current .....	\$8.51	1,387.80	1,133.06		
Repairs and Supplies .....	4.14				
Miscellaneous Materials .....		554.89	469.14		
Maintenance of Paving other than Wood Block Floor ..		6.03	880.37		
Maintenance of Machinery .....		163.00	220.66		
Maintenance of Electric Equipment .....		679.27	536.74		
Maintenance of Structural Steel .....			1,708.98		
Miscellaneous .....		19.99Cr.	148.60		
Total .....	\$12.65	\$14,141.59	\$16,440.30	\$2,231.81	\$1,455.68

## RECAPITULATION

Dix Avenue Bascule Bridge .....	\$ 12.65
Jefferson Avenue Bascule Bridge .....	14,141.59
Fort Street Bascule Bridge .....	16,440.30
Maintenance Various County Bridges other than Bascule ..	2,231.81
Total Bridge Maintenance Cost for Year .....	32,826.35
Grade Separation Maintenance Cost .....	1,455.68
Total Bridge and Grade Separation Maintenance Cost per Year .....	\$34,282.03



## Administration and General Expense

### September 1, 1925 to August 31, 1926

DISTRIBUTION	AMOUNT	TOTALS
Commissioners' Salaries.....	\$ 6,100.00	
Office Salaries.....	48,906.10	
Office Expense.....	4,498.76	
Engineers' Salaries.....	39,266.23	
Engineering Expense.....	6,583.19	
Printing and Stationery.....	1,669.89	
Publishing Annual Report.....	4,047.22	
Postage.....	1,090.00	
Telephone and Telegraph.....	4,563.85	
Audits and Investigations.....	3,350.00	
Traveling Expense.....	886.18	
Signboarding.....	169.53	
Fire Insurance.....	3,260.53	
Liability and Compensation Insurance.....	21,866.43	
Repairs to Buildings.....	1,302.80	
Depreciation Expense.....	181,111.21	
Maintenance and Operation of Telegraph Road Comfort Station.....	4,587.75	
Garage Storage.....	989.80	
Repairs to Tools and Equipment—Wayne.....	53,186.30	
Shop Expense—Wayne.....	28,552.60	
Storekeeping Expense—Wayne.....	12,923.39	
Yard Expense—Wayne.....	12,060.89	
Miscellaneous Inbound Freight.....	3,532.37	
Repairs to Tools and Equipment—Wyoming.....	8,221.86	
Shop Expense—Wyoming.....	16,256.25	
Storekeeping Expense—Wyoming.....	3,453.76	
Yard Expense—Wyoming.....	8,174.07	
Operation and Maintenance of Automobiles.....	35,048.60	
Operation and Maintenance of Trucks and Trailers.....	66,474.38	
Operation and Maintenance of Gas Clams and Cranes.....	12,846.43	
Operation and Maintenance of Road Rollers.....	533.69	
Operation and Maintenance of Steam Shovels and Trenching Machine.....	5,601.77	
Operation and Maintenance of Pavers.....	10,683.80	
Operation and Maintenance of Steam Locomotives.....	965.13	
Operation and Maintenance of Gas Locomotives.....	7,468.08	
Operation and Maintenance of Tractors.....	5,453.87	
Operation and Maintenance of Power Graders.....	193.19	
Total Administration and General Expense.....		\$625,879.90

# Trial Balance August 31, 1926 On Basis of Books being Closed November 30th, 1925

ASSETS	DEBITS	CREDITS	INCREASE OVER 1925	DECREASE OVER 1925
Cash—Road Fund . . . . .	\$ 967,481.79	..	\$ 304,600.87	..
Cash—Dix Bridge Fund . . . . .	304,974.42	..	..	\$609,430.03
Accounts Receivable . . . . .	1,098,895.04	..	..	299,489.23
General Stores—Wayne . . . . .	59,336.08	..	..	19,608.88
Cement—Wayne . . . . .	2,943.57	..	..	3,280.57
Cement Sacks—Wayne . . . . .	53,611.72	..	29,149.62	..
Cement Sacks—Michigan State Industries . . . . .	509.30	..	..	200.10
Pebbles—Wayne . . . . .	1,296.31	..	535.46	..
Sand—Wayne . . . . .	388.64	..	427.56	..
Limestone—Wayne . . . . .	1,123.29	..	39.20	..
Granite—Wayne . . . . .	1,145.66	..	168.27	..
Crock—Wayne . . . . .	729.21	..	..	2,207.73
Brick—Wayne . . . . .	246.27	..	..	6.50
Expansion Joints—Wayne . . . . .	5,896.31	..	..	1,572.54
Tarvia—Wayne . . . . .	803.48	..	..	..
Dust Layers—Wayne . . . . .	2.71	..	321.24	..
Coal—Wayne . . . . .	2,787.11	..	2.71	..
Lumber—Wayne . . . . .	4,341.33	..	2,014.34	..
Piling—Wayne . . . . .	139.94	..	..	1,629.68
General Stores—Wyoming . . . . .	28,913.49	..	25,703.16	519.80
Cement—Wyoming . . . . .	6,011.15	..	..	..
Pebbles—Wyoming . . . . .	1,822.78	..	671.73	6,753.48
Sand—Wyoming . . . . .	801.23	..	858.17	..
Limestone—Wyoming . . . . .	2,624.44	..	1,846.72	..

Granite—Wyoming.....	1,280.28	.....	1,325.98	.....
Crock—Wyoming.....	1,167.77	.....	329.27	.....
Brick—Wyoming.....	1,118.40	.....	.....	565.08
Expansion Joints—Wyoming.....	170.67	.....	.....	139.78
Tarvia—Wyoming.....	1,183.80	.....	1,444.38	.....
Dust Layers—Wyoming.....	2,880.11	.....	2,116.85	.....
Coal—Wyoming.....	1,392.00	.....	.....	114.78
Lumber—Wyoming.....	1,564.97	.....	.....	19.90
Construction Cost.....	5,442,608.00	.....	730,912.87	.....
Production Orders in Progress.....	38,538.35	.....	12,397.28	.....
Road Improvements.....	23,349,583.34	.....	4,872,152.74	.....
Land.....	95,622.86	.....	33,198.46	.....
Buildings.....	228,294.89	.....	75,519.90	.....
Machinery.....	471,537.08	.....	27,934.94	.....
Industrial Railway Equipment.....	313,145.19	.....	.....	11,394.19
Railroad Sidings.....	25,078.83	.....	2,100.00	.....
Camp Equipment.....	942.98	.....	.....	643.66
Wagons.....	1,981.40	.....	25.52	.....
Grading Equipment.....	38,532.68	.....	15,613.63	.....
Autos and Trucks.....	138,762.09	.....	5,509.58	.....
Engineer's Equipment.....	13,057.36	.....	1,128.72	.....
Office Furniture and Equipment.....	19,477.49	.....	2,436.49	.....
Shop Equipment—Wayne.....	49,784.76	.....	.....	5,274.28
Shop Equipment—Wyoming.....	11,773.98	.....	10,972.31	.....
Pipe and Fittings.....	36,213.74	.....	.....	5,462.39
Electric Signals.....	18,608.20	.....	18,008.20	.....
Miscellaneous Equipment.....	51,719.37	.....	51,719.37	.....
Prepaid Insurance.....	35,892.21	.....	.....	2,615.84
			\$6,231,185.54	\$970,928.44

# Trial Balance August 31, 1926—Continued

LIABILITIES	DEBITS	CREDITS	INCREASE OVER 1925	DECREASE OVER 1925
Unclaimed Wage Checks .....		\$ 920.88		\$ 430.12
Reserve for Depreciation .....				
Road Improvements .....		4,043,669.96	\$ 938,248.96	
Buildings .....		21,455.05	5,576.02	
Machinery .....		196,321.22	30,231.87	
Industrial Railway Equipment .....		132,049.28	25,962.30	
Railroad Sidings .....		4,382.85	1,052.41	
Camp Equipment .....		675.40	147.89	
Wagons .....		818.85	248.75	
Grading Equipment .....		9,821.16	2,083.92	
Autos and Trucks .....		32,411.49		5,610.80
Engineer's Equipment .....		5,018.89	1,092.96	
Office Furniture and Equipment .....		7,191.42	1,811.71	
Shop Equipment—Wayne .....		30,698.73	4,262.06	
Shop Equipment—Wyoming .....		740.47	740.47	
Pipe and Fittings .....		24,588.32	1,389.23	
Electric Signals .....		183.45	183.45	
Miscellaneous Equipment .....		21,274.51	21,274.51	
			\$1,034,306.51	\$ 6,040.92
Capital Surplus .....		23,576,122.40	3,346,113.80	
			Capital	



# TWENTY YEARS *of* PROGRESS

## Income

Good Roads Taxes.....	.....	.....	.....
Auto Taxes.....	.....	2,880,999.61	.....
Interest on Delinquent Taxes.....	.....	2,211,712.66	.....
State Rewards—Maintenance.....	.....	9,840.43	.....
Other Rewards.....	.....	91,578.71	.....
House Rental.....	.....	30,753.48	.....
Profit and Loss on Miscellaneous Sales.....	.....	150.00	.....
Profit and Loss on Equipment.....	.....	774.17	.....
Previous Year's Operations.....	.....	2,495.03	.....
Commission Salaries Paid from General Fund.....	\$ 72,451.97	.....	.....
Contractual Income.....	.....	4,570.00	.....
Track Rental—Jefferson Bridge.....	.....	242,116.57	.....
Track Rental—Fort Bridge.....	.....	11,250.00	.....
Equipment Rental.....	.....	11,250.00	.....
	.....	2,897.57	.....

## Expenses

Road Maintenance.....	\$ 293,007.22	.....	.....
Administration and General Expense.....	304,535.30	.....	.....
Increase on Assets.....	\$33,608,732.56	\$33,608,732.56	.....
Decrease on Assets.....	.....	6,231,185.54	.....
Increase on Liabilities.....	.....	970,928.44	.....
Decrease on Liabilities.....	.....	1,034,306.51	.....
Increase in Capital Surplus.....	.....	6,040.92	.....
	.....	.....	\$5,260,257.10
	.....	.....	\$1,028,265.59
	.....	.....	\$3,346,113.80



# *Seventh Annual Report*

*of the*

## BOARD OF COUNTY PARK TRUSTEES

of Wayne County, Michigan

*to the*

## BOARD OF SUPERVISORS

of Wayne County, Michigan

*from September 15, 1925, to September 1, 1926, inclusive*

Board of County Park Trustees

Wayne County, Michigan

1925-1926

EDWARD N. HINES, <i>Chairman and Superintendent</i>	Detroit
WILLIAM F. BUTLER, <i>Secretary</i>	Trenton
JOHN S. HAGGERTY, <i>Trustee</i>	Detroit

*The personnel of the Board of County Park Trustees is the same as that of the Board of County Road Commissioners, who serve as Park Trustees without pay.*

Detroit, Michigan,  
September 1, 1926.

To the Members of the Board  
of Supervisors, Wayne County:

GENTLEMEN: In compliance with the statute relating thereto, we take pleasure in submitting for your consideration, the Seventh Annual Report, showing moneys received and disbursed, and the progress to date in the development of the parks, parkways and playgrounds of Wayne County.

Very sincerely,

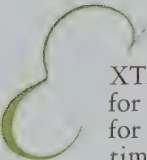
Board of County Park Trustees  
Wayne County, Michigan.

EDWARD N. HINES,  
*Chairman and Sup't.*

WILLIAM F. BUTLER, *Secretary*  
JOHN S. HAGGERTY



## Wayne County Parks

 EXTENSIVE use of Wayne County parks and the public demand for recreation has proven that parks are a necessity. In order for every individual to get the most out of life a portion of his time must be spent in outdoor rest and relaxation. Parks are an asset to public health. The increasing number of privately owned automobiles makes it possible for practically everyone to avail themselves of the benefits derived from trips to these areas. In view of this, it becomes the duty of this Board to provide parks so located, constructed, and maintained as to best serve the public needs.

The work has already been well started. Five county parks, comprising a total area of approximately 214 acres, have been made available for public use. Realizing that the people use these parks largely because of the difference in surroundings as compared to more congested areas in the cities, the natural beauty of each park has been carefully preserved. Trees have been planted, shrubs set out, and each area properly landscaped according to a definite plan. Only such buildings, drives, and walks have been constructed as were necessary to provide adequate comfort and convenience.

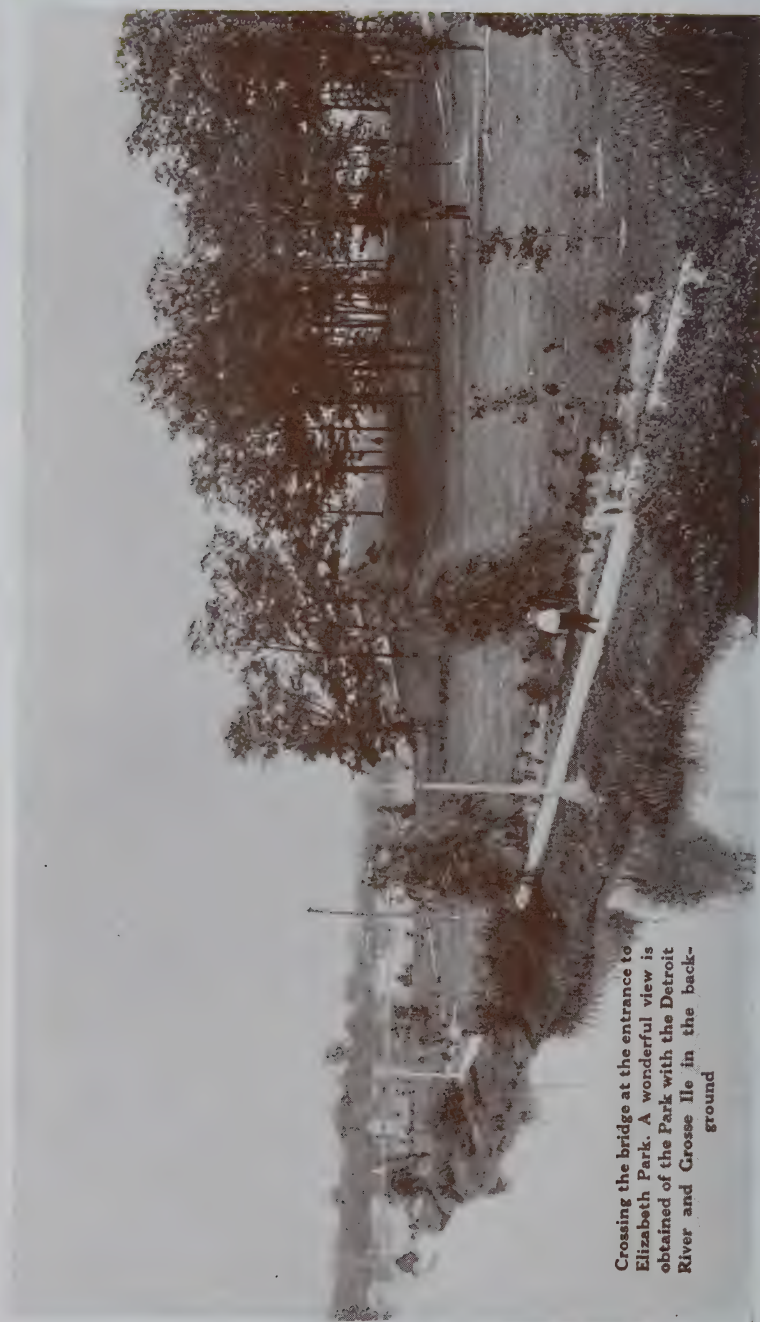
The entire system has been efficiently maintained. All dead trees and dangerous limbs are removed, all plantings are continuously cultivated and sprayed at the proper times, grass is kept well mowed and watered and all buildings, water mains, etc., are maintained in perfect condition. Both the men's and ladies' toilets in all our comfort stations are kept in a perfect state of cleanliness and sanitation.

During the coming year only such improvements as are absolutely necessary will be added in our present park system. We will, however, continue an efficient program of maintenance in order that nothing may be left undone to provide the public with the proper service for recreation.

### ELIZABETH PARK

Elizabeth Park at Trenton, the largest and most important unit of our park system, has afforded a place of recreation and enjoyment for thousands of people. On Sundays and holidays during the summer months all parking spaces have often been completely filled and we have been compelled to permit parallel parking on the opposite side of the drives.

The development of this park has proceeded with remarkable rapidity and successful results. A large portion which until only a few years ago consisted of a cat-tail marsh has been transformed unto usable, grass-covered land dotted here and there with flourishing shade trees and scattered clumps of shrubbery. The channel formed by reclaiming this



Crossing the bridge at the entrance to Elizabeth Park. A wonderful view is obtained of the Park with the Detroit River and Grosse Ile in the background

land has been spanned by three arch bridges, one to carry vehicles and pedestrians and the two smaller foot bridges for pedestrians only. The largest of these bridges connects the park drive with the mainland while the two smaller ones provide for the use of the various paths and walks on either side of the channel.

A wide and picturesque walk has been constructed along the Detroit River at the base of the bluffs on the east side of the park. Suitable parking spaces have been provided along the main drive of over a mile in length and along the River Road. All parking spaces, drives, and the River Walk have been lighted with boulevard lights mounted on ornamental posts.

Three comfort stations with all modern conveniences have been erected. One drinking fountain pavilion and several single drinking fountains are in use. A Community House with toilet facilities and rest rooms is maintained with a matron in attendance. Here provision is made for first aid treatment in cases of accident.

A play ground with complete equipment is available for the children. In addition a pony livery is operated with a long winding drive through the center of the park. An athletic field including baseball diamonds, tennis courts, horse shoe courts, etc., has been provided. A refreshment stand is maintained between the athletic field and the children's play ground where ice-cream, soft drinks, candy, and tobacco may be obtained at reasonable cost.

A portion of the park adjacent to the River Road has been set aside for a tourist camp. Here a building has been constructed which offers every service to the camper including shower baths, toilets, laundry tubs, gas stoves, electric irons, tables, hot and cold water, lounge room, writing desks, ladies' rest room, refreshments, free air, etc. The camp will accommodate more than 100 parties at one time. A caretaker is in attendance twenty-four hours every day. A public pay station telephone is maintained at both the Tourist Lodge and the Community House.

The entire park has been properly landscaped and is kept in the best of condition. Trees are trimmed and sprayed each year. All dead trees are removed. All slopes have been sodded and the grass is kept well mowed. Trees are planted each year to replace those which die out. Various paths have been constructed throughout the park connecting points of interest. Several hundred tables, seats, and field stoves for the use of those enjoying picnics are placed at various desirable locations.

An efficient force of day and night police are employed for the protection of the public.

The large number of people availing themselves of the privileges offered in this park has made it necessary to erect a new structure to be known as an Equipment-Shelter Building. This building which will be 144 feet by 60 feet in size is now in the process of construction and will be completed and ready for use before Fall. The purpose of this building



The new Equipment-Shelter Building as seen from the River Walk in Elizabeth Park offers an ideal place for the public during adverse weather conditions. Provision is also made in one end of the structure for the storage of machinery necessary in the maintenance of the Park





is to afford shelter during adverse weather conditions and to provide a place for all equipment and tools necessary in the general maintenance of the park. It will also be used for the storage of tables, benches, etc., during the winter months. Previously all this equipment has been stored either in the open or in an old barn in the park. The barn which is one of the original buildings of the Slocum estate has become very unsightly through use and is not of sufficient size to house all necessary tools. As soon as the new structure is completed, the barn will be wrecked which will make available this space for general park use. This area now occupied by the barn is at a location where more park room is badly needed.

The new building which is being erected on a high point of land overlooking the Detroit River and the island of Grosse Ile affords a view over the water north to the City of Wyandotte and south to Lake Erie. On the river side is a wide pavilion with steps leading down to the River Walk. Occupying approximately 9000 square feet of floor space with one end, which will be heated, reserved for machinery, tools, and general work shop, and with an average ceiling height of 25 feet it offers an ideal shelter. The equipment section is entirely separated by a brick partition and steel door from that which is open to the public. Drinking fountains and toilet facilities for both men and women are also included. The entire structure is of face brick, stone, with steel sash and rafters and slate roof making it entirely fireproof.

A unique and practical feature of this building is the fact that all windows along both sides and one end extend to the floor level and may be left open or closed, depending on weather conditions. When open, these windows may be used as doors. During the winter when the entire building will be used for the storage of tables, chairs, benches, swings, etc., all windows and doors can be shut, thus making it a closed structure.

A seven-foot galvanized wire fence has been built on the property line between the M. C. R. R. and the park and along River Road in front of the tourist camp. This adds greatly to the protection of tourists and prevents anyone in the park from trespassing on railroad property. Fifty percent of the cost of the property line fence will be borne by the M. C. Railroad.

During the coming year it will be necessary to provide a new shelter for the ponies, as the barn where they are now kept will be torn down. Other work such as the general maintenance of the park including mowing grass, trimming trees, removing dead trees, planting new trees, shrubs and flowers, and maintaining drives, paths, buildings, etc., will continue.

## HURON RIVER PARK

More people have visited this park during the past year than ever before. In order to satisfactorily accommodate the large crowds, an additional cinder drive was constructed of about one-half mile in length.

At Huron River Park the children enjoy the sand pit which was recently constructed for their use. Other playground equipment for the older children is located nearby



This will allow more parking space and make all parts of the park accessible. A large space in the center of this drive has been reserved for a children's playground. Here a roller coaster, teeter boards, and swings have been set up. A sand pit has also been constructed for the smaller children. At various locations throughout the park, horse shoe courts have been installed.

Plans and specifications are now being made preparatory to constructing a water main from the Village of Flat Rock to serve this park. At the present time all drinking water has to be hauled in tanks. Water for the wash bowls and toilets is obtained from the Huron River but is unfit for drinking. During this last summer the comfort station was used by so many people that the pump could not supply sufficient water from the river to operate the toilets. As a result, the building has had to be closed at various times until enough water could be secured. All haste possible will be made in installing the new water system. In addition to serving the comfort station, it is planned to erect several drinking fountains throughout the park.

As planned last year, work is now under way on a memorial in honor of the Wyandotte Indians which is being erected in this park. This memorial when completed will be in the form of a full-size stone wigwam placed on the spot last occupied in Michigan by these Indians. On the front side of this monument and at the door of the wigwam will be placed a part of the original tombstone of Chief Quoqua, together with an inscription explaining the memorial. It is also planned to erect signs for the various paths and drives. Names of various prominent members of the Wyandotte tribe will be used on these signs.

The work of trimming trees, planting and cultivating shrubs, spraying, mowing grass, maintaining the comfort stations, etc., will be continued during the coming year.

## PHOENIX PARK

Picturesque Phoenix Park, overlooking Phoenix Lake at the west end of the Five Mile Road, has been one of the most used parks during the last season. Every day during favorable weather all the parking spaces have been filled.

This park, though rather small, has some very distinctive features. The winding trail along the water's edge abounds in all types of vegetation. Practically all the wild flowers indigenous to this region may be found here as well as a varied assortment of native trees and shrubs. Some of the finest oaks and beeches in the country are growing along the slopes in this park.

Teeter-boards and swings have been installed in this park for the use of the children. Several horse shoe courts have also been built. A num-





The new Shelter-Comfort Station in Cass Benton Park was opened to the public last Decoration Day. It is the finest structure of this kind which we have in the County



ber of tables, seats, and field stoves have been supplied and a water system installed. Two drinking fountains are available for use and the fact that the water used is spring water makes it a very desirable place at which to picnic.

Shrubs have been planted around the comfort station and at various other locations in the park. A number of trees have also been planted.

The usual maintenance of the park will continue in the future as in the past. Its location, landscape arrangement and general neatness of appearance furnishes a very good example of our ideal in perfect park maintenance.

### VICTORY PARK

This park located at the junction of the Huron River Drive, Belleville, and Sumpter Roads, with its broad expanse of green lawn, shade trees, and convenient station offers a desirable spot where one may stop for a few hours of rest and quiet. Hundreds of people have availed themselves of this opportunity during the past year.

Last spring a number of trees and shrubs were planted around the comfort station and in the park. The pavement was widened in front of the building and curb and sidewalks constructed so as to provide a parking space.

The water used in this park is from the Village of Belleville supply. The grass is kept watered during the summer months and this, together with the efficient upkeep of the trees, shrubs, and buildings, make the park a delightful, comfortable, and refreshing place at which to stop.

During the coming year this park will receive our usual maintenance. Trees will be sprayed and trimmed, new trees and shrubs will be planted and, in short, everything will be done to give the best of service in every way to those who use the park.

### CASS BENTON PARK

Cass Benton Park, the most attractive park in our system, is located on the Northville Road about one mile south of Northville. Occupying a densely wooded area on a rather high piece of land, it offers all possible opportunities for pleasure and recreation. A circular gravel drive has been constructed which makes every part of the park available to the public. Parking spaces have been built and drinking fountains installed. A small area has been set aside for a children's playground and teeter-boards and swings have been erected. Horse shoe courts have been built and a number of tables, field stoves, and seats distributed.



Pitching horseshoes in Cass Benton Park has become a favorite pastime. These courts have been in use every day during the summer

Winding through the center of the park is a bridle path and nearly every day horses and riders may be seen taking a turn through the cool woods.

This year marked the completion of the paving on the Northville Road. An extra ten feet was added to the 20-foot pavement in front of the park and returns to the gravel drive were paved. All slopes leading down to the pavement have been graded and sodded. Trees and shrubs have been planted and all trees within the park have been trimmed.

For the convenience of the public a comfort station has been constructed in this park. This building is one of the finest of its kind in the county. Built of brick and stone, with steel sash, concrete floors, and slate roof, it forms a permanent structure. It has toilet facilities for both men and women, a large and pleasant ladies' rest room, a telephone booth, and a shelter space. The entire building is heated with a hot water system.

Thousands of people have made use of this park during the past year, and it is our plan to follow our usual and thorough program of maintenance here as carried out in our other parks.



# Board of County Park Trustees

## Expenditures

	SEPTEMBER 1 TO NOVEMBER 30-25	DECEMBER 1-25 TO AUGUST 31-26	TOTALS FOR YEAR
A-2 Salaries, Temporary.....	\$ 1,152.06	\$ 26,994.71 ✓	\$ 28,146.77
B-1 Transportation of Persons.....	73.99	504.26 ✓	578.25
B-2 Transportation of Things.....		852.59 ✓	852.59
B-3 Subsistence of Persons.....		4.80 ✓	4.80
B-5 Hire of Motor Vehicles.....	5.39	1,001.28 ✓	1,006.67
B-6-B Telephone.....	89.65	278.70 ✓	368.35
B-7 Printing and Bookbinding.....		17.00 ✓	17.00
B-8 Advertising.....		18.73 ✓	18.73
B-9 Public Utility Service.....	1,115.36	5,746.49 ✓	6,861.85
B-10 Repairs to Equipment.....		437.34 ✓	437.34
B-10-A Repairs to Motor Equipment.....		374.13 ✓	374.13
B-11 Repairs to Buildings.....	149.41	798.05 ✓	947.46
B-12 Laundry, Ice, Towel Service.....	2.50		2.50
B-13 Other Services.....	160.36	104.95 ✓	265.31
C-1 Non-metallic and Mineral Products.....	170.88	339.18 ✓	510.06
C-2 Fuel.....	45.86	747.10 ✓	792.96
C-3 Fuel Oil, Motor Vehicles.....		131.77 ✓	131.77
C-6 Metal and Manufactured Articles.....		2,016.88 ✓	2,016.88
C-7 Household Utensils.....	3.10		3.10
C-8 Lumber.....	43.86	140.10 ✓	183.98



# TWENTY YEARS of PROGRESS

C-9	Paper and Paper Products.....	88.14-Credit	173.27 ✓	85.13
C-10	Fiber and Felt Products.....	.....	14.11 ✓	14.11
C-11	Painters' Supplies.....	.....	304.90 ✓	304.90
C-12	Stationery and Office Supplies.....	28.37	170.99 ✓	199.36
C-13	Dry Goods, Notions, etc.....	4.15	1,070.01 ✓	1,074.16
C-14	Drugs, Chemicals, etc.....	.....	1.35 ✓	1.35
C-16	Rubber and Rubber Articles.....	.....	569.72 ✓	569.72
C-17	Electrical and Lighting Supplies.....	67.70	18.92 ✓	86.62
C-18	Cleansers, Polishes, etc.....	.....	240.85 ✓	240.85
C-19	Instruments for Cleaning.....	.....	87.68 ✓	87.68
C-21	Miscellaneous.....	.75-Credit	173.93 ✓	173.18
C-23	Trees, Shrubs, Seeds, etc.....	1,249.85	13,776.58 ✓	15,026.43
D-4	Insurance.....	210.42	850.17 ✓	1,060.59
F-1	Furniture and Furnishings.....	13.58	96.75 ✓	110.33
F-3	Machinery.....	.....	1,188.92 ✓	1,188.92
F-4	Motor Vehicles.....	.....	420.00 ✓	420.00
G-2-F	Pavilion, Pony Shed, etc.....	.....	28,192.15 ✓	28,192.15
G-2-H	Tourist Shelter.....	288.80	.....	288.80
G-2-I	Storage Buildings.....	.....	20,402.76	20,402.76
G-2-J	Temporary Buildings.....	131.51	151.43 ✓	282.94
G-2-K	Pavilion—Cass Benton.....	.....	17,336.94	17,336.94
G-4-F	Sidewalks, Athlete Field, etc.....	9,985.23	9,510.25 ✓	19,495.48
G-4-J	Install Public Utilities.....	1,841.81	80.00 ✓	1,921.81
Total.....		\$16,744.97	\$135,339.74	\$152,084.71

# Board of County Park Trustees

Balance Sheet, August 31st, 1926

	APPROPRIA- TIONS	DISBURSE- MENTS	BALANCE	OVER- DRAWN
A-2	Salaries, Temporary.....	\$ 26,994.71	\$ 16,505.29	.....
B-1	Transportation of Persons.....	504.26	.....	\$ 4.26
B-2	Transportation of Things.....	852.59	1,647.41	.....
B-3	Subsistence of Persons.....	4.80	95.20	.....
B-5	Hire of Motor Equipment.....	1,001.28	.....	1.28
B-6-A	Postage.....	.....	50.00	.....
B-6-B	Telephone.....	278.70	.....	28.70
B-7	Printing and Bookbinding.....	17.00	483.00	.....
B-8	Advertising.....	18.73	181.27	.....
B-9	Public Utility Service.....	5,746.49	2,753.51	.....
B-10	Repairs to Equipment.....	437.34	62.66	.....
B-10-A	Repairs to Motor Equipment.....	374.13	.....	74.13
B-11	Repairs to Buildings.....	798.05	1,201.95	.....
B-12	Laundry, Ice and Towel Service.....	.....	50.00	.....
B-13	Other Services.....	104.95	395.05	.....
C-1	Non-metallic and Mineral Products.....	339.18	1,160.82	.....
C-2	Fuel.....	747.10	52.90	.....
C-3	Fuel Oil, Motor Vehicles.....	131.77	368.23	.....
C-6	Metal and Manufacturing Articles.....	2,016.88	5,483.12	.....
C-7	Household Utensils.....	.....	50.00	.....
C-8	Lumber.....	140.10	859.90	.....

# TWENTY YEARS of PROGRESS

C-9	Paper Products.....	800.00	173.27	626.73	70.01
C-10	Fiber and Felt Products.....	50.00	14.11	35.89	.....
C-11	Painters' Supplies.....	1,500.00	304.90	1,195.10	.....
C-12	Stationery and Office Supplies.....	200.00	170.99	29.01	.....
C-13	Dry Goods, etc.....	1,000.00	1,070.01	.....	70.01
C-14	Drugs, Chemicals, etc.....	50.00	1.35	48.65	.....
C-16	Rubber and Rubber Articles.....	500.00	569.72	.....	69.72
C-17	Electrical Supplies.....	100.00	18.92	81.08	.....
C-18	Cleaners, Polishes, etc.....	300.00	240.85	59.15	.....
C-19	Instruments for Cleaning.....	200.00	87.68	112.32	.....
C-21	Miscellaneous.....	300.00	173.93	126.07	.....
C-23	Trees, Shrubs, Seeds, etc.....	28,000.00	13,776.58	14,223.42	.....
D-4	Insurance.....	1,500.00	850.17	649.83	.....
F-1	Furniture and Furnishings.....	2,000.00	96.75	1,903.25	.....
F-3	Machinery.....	2,000.00	1,188.92	811.08	.....
F-4	Motor Vehicles.....	800.00	420.00	380.00	.....
G-2-F	Pavilion, Pony Shed, etc.....	48,505.34	28,192.15	20,313.19	.....
G-2-I	Storage Buildings.....	30,000.00	20,402.76	9,597.24	.....
G-2-J	Temporary Buildings.....	1,609.48	151.43	1,458.05	.....
G-2-K	Pavilion.....	25,000.00	17,336.94	7,663.06	.....
G-4-F	Sidewalks, etc.....	20,000.00	9,510.25	10,489.75	.....
G-4-J	Install Public Utilities.....	43,000.00	80.00	42,920.00	.....
Totals.....		\$279,214.82	\$135,339.74	\$144,123.18	\$248.10
Deduct.....		135,339.74	.....	248.10	.....
Net Balance.....		\$143,875.08	.....	\$143,875.08	.....



One of Wayne County's Parks and Playgrounds

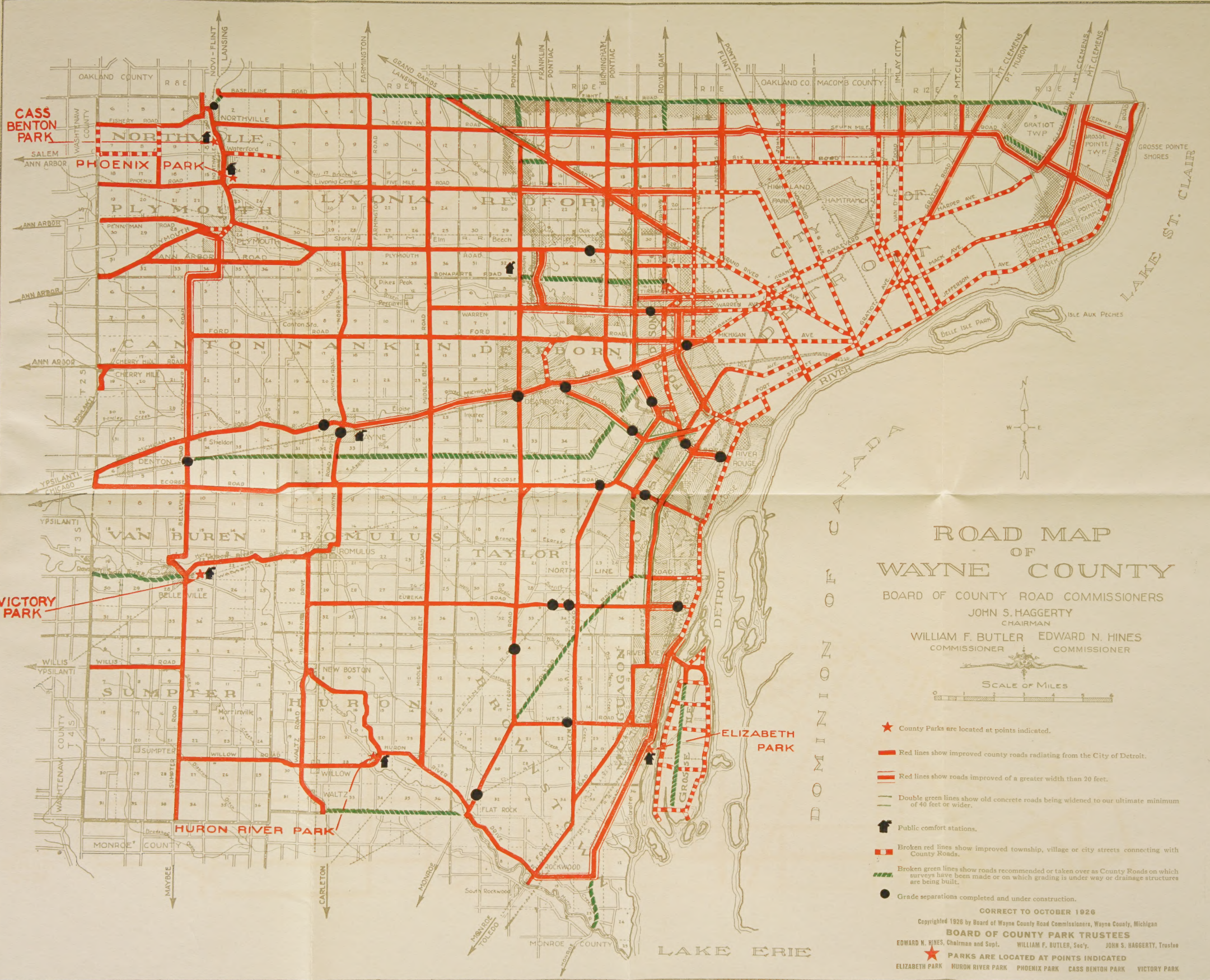




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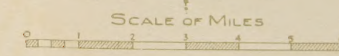






# ROAD MAP OF WAYNE COUNTY

BOARD OF COUNTY ROAD COMMISSIONERS  
JOHN S. HAGGERTY  
CHAIRMAN  
WILLIAM F. BUTLER EDWARD N. HINES  
COMMISSIONER COMMISSIONER



- ★ County Parks are located at points indicated.
- Red lines show improved county roads radiating from the City of Detroit.
- Red lines show roads improved of a greater width than 20 feet.
- Double green lines show old concrete roads being widened to our ultimate minimum of 40 feet or wider.
- Public comfort stations.
- Broken red lines show improved township, village or city streets connecting with County Roads.
- Broken green lines show roads recommended or taken over as County Roads on which surveys have been made or on which grading is under way or drainage structures are being built.
- Grade separations completed and under construction.

CORRECT TO OCTOBER 1926

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BOARD OF COUNTY PARK TRUSTEES

EDWARD N. HINES, Chairman and Supt. WILLIAM F. BUTLER, Secy. JOHN S. HAGGERTY, Trustee

★ PARKS ARE LOCATED AT POINTS INDICATED

ELIZABETH PARK HURON RIVER PARK PHOENIX PARK CASS BENTON PARK VICTORY PARK





UNIVERSITY OF ILLINOIS-URBANA



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